

PRISONERS OF WAR IN FRANCE

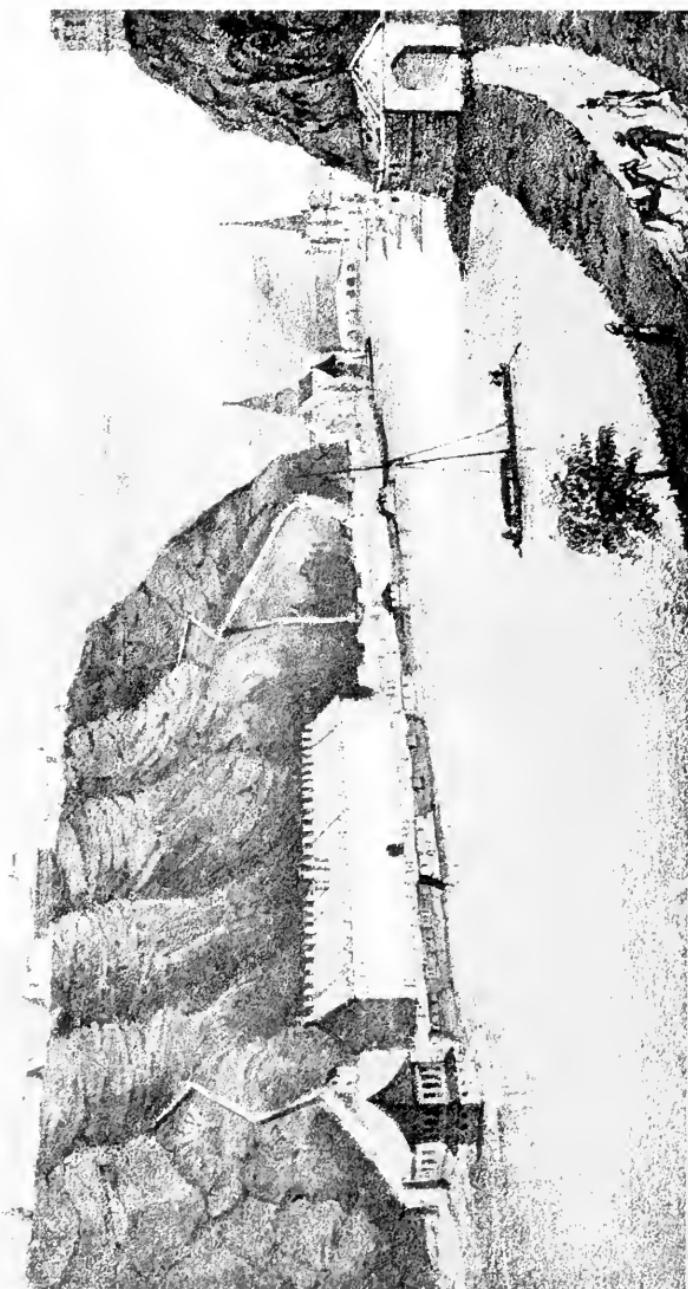
1804—1814

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PRISONERS OF WAR IN FRANCE

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VIEW OF GIVET PRISON, WITH THE FORTRESS OF CHARLEMONT, 1804.

PRISONERS OF WAR IN FRANCE

FROM 1804 TO 1814

BEING THE ADVENTURES OF
JOHN TREGERTHEN SHORT AND
THOMAS WILLIAMS
OF
ST. IVES, CORNWALL

WITH AN INTRODUCTION BY
SIR EDWARD HAIN



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PRISONERS OF WAR IN FRANCE

BEING THE ADVENTURES OF

John Tregerthen Short and Thomas Williams

OF ST. IVES, CORNWALL

1804—1814

INTRODUCTION

By SIR EDWARD HAIN

LIVING amongst the seafaring population of St. Ives at a time when nearly every man was a sailor or connected in some way with ships and the sea, it was natural that these two young St. Ives men, who were cousins, should be attracted to a seafaring life, and they were bound in due time as apprentices to their uncle, Josias Sincock, of St. Ives, master and part owner of the brig *Friendship* of London.

The *Friendship*, a vessel of 150 tons burthen, was built at Swansea in 1801, and upon the voyage, which was to end in her capture by the French privateer, she appears to have sailed from St. Ives on the second day of January, 1804.

Arriving in due course in the Thames, she was there laden with Government stores—chiefly sheet-copper, said to be valued at £80,000—and received orders to proceed to Devonport Dockyard.

The year 1804 found this country engaged in the long and bitter struggle with France. The Channel

swarmed with swift and daring French privateers, closely watching convoys of British merchant vessels, and seizing every opportunity to cut out and capture stragglers from the fleet, so that, in spite of the never-ceasing vigilance of British cruisers, the seizure of English merchant vessels was almost of daily occurrence, and hundreds of British sailors were sent as prisoners of war into France.

This was the fate which befel the crew of the *Friendship*, who numbered seven in all—viz., Josias Sincock, master, who afterwards died a prisoner of war at Verdun; George Dunn, mate; Thomas Cogar, A.B., who died in the prison at Givet; the three apprentices, who were cousins and nephews of Captain Sincock—viz., John Tregerthen Short, nineteen years of age; Thomas Williams, seventeen; and James Sincock, seventeen; with William Sincock, son of the Captain, a boy of twelve.

During the war merchant vessels usually carried a number of apprentices as a safeguard against the press-gang, who neglected no opportunity to secure good men for the naval service; but masters, mates, and apprentices of merchant vessels were exempt and could not be pressed, so that the only member of the crew of the *Friendship* who ran this risk was Thomas Cogar, A.B.

On March 24, 1804, the *Friendship* anchored in the Downs, joining a convoy under the command of the *Spider* gun-brig, bound for Portsmouth.

At this point the narrative is taken up by the two apprentices, John Tregerthen Short and Thomas Williams, who relate in their journals the story of the capture of the *Friendship* and her crew by the French privateer off Beachy Head on March 28, 1804, and

describe their journey of nearly 300 miles from Dieppe to the depot for prisoners of war at Givet, and give a record of their further adverse fortunes, hardships, and privations suffered during ten years' captivity, until, with thousands of other British prisoners sent on a march through France in order to avoid the allied armies advancing from the east, they reached Bordeaux in April, 1814, to find to their great joy that city in possession of the British army from Spain, under the command of Lord Wellington.

On the arrival of the crew of the *Friendship* at Givet, on April 14, 1804, they found a large number of other prisoners, including the crew of H.M.S. *Le Minerve*, which vessel was captured at Cherbourg; some of the crew of the *Harwich Packet*, who were detained at the outbreak of the war; the crew of H.M.S. *Hussar*, wrecked on the Saints Rocks near Brest; with many others belonging to merchantmen, and also the crew of the privateer *Recovery* of St. Ives, Henry Johns, master.

The place of their detention is thus described. The town of Givet is situated on the left bank of the River Meuse, in the Department of Ardennes, in French Netherlands. It is a walled town with a single rampart, and on the south side of the river is another town called Little Givet, reached by a bridge of sixteen boats, both towns being fortified and occupied by strong garrisons.

Grand Givet is commanded by the fortress of Charlemont, in which there are barracks and hospitals and a small town with a church. The citadel and rampart walls are very strong. On the south side it is fortified by Nature, the cliffs being 300 yards perpendicular.

The prison building is situated in a narrow pass between the rock of the fortress of Charlemont and the

River Meuse, and the only space the prisoners have for exercise is a narrow yard between the building itself and the river, along the side of which is a high wall.

"Our provisions from the French," says Mr. Williams, "were very mean indeed, and from the three farthings in money per day, paid once a week, they would deduct a portion from each man for the repair of the prison, etc., and we became so reduced that we could scarcely fetch our food from the town. Some three or four years after our arrival at Givet we were allowed from the English one penny per day, said to be from Lloyds, and by this addition to our French allowance we may safely attribute the saving of us all from starvation."

The following interesting description of the treatment of English prisoners of war in France at this time is taken from an article entitled "Prisoners of War," which appeared in *Chambers's Journal* for May, 1854:

"We never met with any reliable account of the average number of English prisoners in France during the last War, but believe that 20,000 or 25,000 may be taken as the maximum, and of these a considerable number were travellers and temporary residents who were most unjustifiably detained by the Emperor on the outbreak of the War. These *détenu*s—officers of the Army and Navy, masters and mates of merchantmen, passengers and others, were all admitted to parole in France under certain restrictions. English prisoners, both those admitted to parole and those doomed to personal confinement, were sent to fortified towns far in the interior, in some cases even under the shadow of the Pyrenees, in order that distance from the coast might reduce to the minimum their opportunities of escape. Yet, in spite of this, not a few did contrive to reach England after many hardships and dangers.

"All prisoners were escorted to their appointed depots by gendarmes who were picked soldiers, and were of two classes, one *à pied* and one *à cheval*.

"Owing to the distance of most of the depots from the coast, the journey of the prisoners often occupied many days, and was accompanied by every species of hardship. Moreover, the gendarmes were nearly always severe, often brutal, in the exercise of their powers. They not infrequently handcuffed the prisoners, and compelled them to march under this degrading restraint, being themselves held responsible for the safe delivery at the depot of all entrusted to their charge.

"Prisoners on parole were free in the town assigned for their residence, having merely to report themselves and attend muster, and be ever at hand when required.

"The common prisoners were rigorously confined within the walls of fortresses, and had real reason to complain of the wretched accommodation provided them in the shape of lodging.

"Those who were aged or of weakly constitution, or wounded and broken-spirited, were soon released from their sufferings by death. The prison allowance consisted of brown—or, rather, black—bread, a small portion of poor meat and vegetables, and the pay in money was a sou and a half—not quite three farthings—per day.

"From a fund raised by public subscription in England, they also received the sum of one penny daily, and the masters and mates of merchantmen participated in this small but welcome addition to their means of subsistence.

"As brandy and other spirits were exceedingly cheap, they frequently contrived to get intoxicated, and altogether were most refractory, giving endless trouble to the incensed officials in charge. Amply did they sustain the proverbially reckless character of English seamen. The prison dress consisted of gray jacket and trousers and a straw hat. From one cause or other, all classes of prisoners were liable to be suddenly

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removed to a different, and often very distant, depot, which was a severe punishment in itself, owing to the hardships invariably endured *en route*. Many prisoners died on the way during these removals."

H.M.S. *Le Minerve*, previously mentioned, was commanded by Captain Jahleel Brenton, and when employed in the blockade of Cherbourg in July, 1803, unfortunately grounded upon a shoal at the entrance to the harbour during a thick fog. After a severe engagement with the forts on shore and a number of gunboats from the harbour, lasting nine hours, Captain Brenton was compelled to surrender his ship, having eleven men killed and sixteen men wounded.

Captain Brenton and his officers were consigned as prisoners of war to Verdun, and the seamen to the depot at Givet, where they arrived in a state of destitution in the last days of December, 1803, or about four months before the arrival of the crew of the *Friendship*.

The following copy of a letter written by Captain Brenton to Charles Stellard, one of his ship's company confined at Givet, exhorting his men as to their behaviour under adversity, was preserved by Mr. Short, and may be inserted here :

"TOURS,
"January 10, 1804.

"I have permission to advance my people some money on account of their pay, and Monsieur Peytavin, your Commandant, will have the goodness to cause you to be paid at the rate of six livres per month. I address myself to you as one of my oldest shipmates, and desiring you to tell the rest that, although my state of health has rendered it necessary for me to remain at a greater distance from you, you may depend upon it I shall never forget you.

"This money is intended to make you comfortable during the ensuing winter, and I trust will be made a

proper use of. Let me request of you, then, one and all, to respect the situation you are in, to be sober and obedient to officers the fortune of war has placed over you, attentive to discipline, and patient under the misfortune which has befallen us.

"It is this kind of conduct that gains us respect in every situation, and when happier days arrive you will remember with pleasure having supported adversity like men.

"Believe me to be, good lads,

"Your sincere well wisher,

"JAHLEEL BRENTON."

Captain Brenton was soon impressed with the urgent necessity of providing some relief in their great distress for the poor sailors at the various depots, and after communicating with the Admiralty in London, he obtained permission to procure them necessaries, and received certain funds for that purpose.

In January, 1804, Captain Brenton received a letter from one of the prisoners at Charlemont informing him of the situation to which they were reduced, when he requested and obtained permission to visit Givet, where he took certain measures for the comfort of the prisoners, the details of which are set forth in a letter written to the Transport Board in England.

"In order," he says, "to insure obedience to the regulations, regularity in payment, and good order in general, I have placed Mr. W. T. Bradshaw, acting clerk of *Le Mincrve*, a young man of excellent character, as superintendent, who will pay particular attention to the comfort and good order of the people, and have allowed him two shillings per day and sixpence per league travelling expenses from Verdun to Givet, as he belonged to this depot until removed by my application."

There is little doubt that Bradshaw, the clerk appointed by Captain Brenton, was unworthy of the trust reposed in him, and that he appropriated money and supplies intended for the prisoners to his own use. It was generally believed by the prisoners that Bradshaw was dishonest. Mr. Short refers to him as a "big rascal," and upon one occasion a prisoner complained that he had not received his share of some money sent by Captain Brenton, owing to the dishonesty of the person employed to distribute it, when the Rev. R. B. Wolfe, the Chaplain, confirmed all that the man had said, and stated that Captain Brenton had paid the money a second time out of his own pocket.

Captain Brenton also visited the depot at Bitche, and rendered assistance to the prisoners there; and upon one occasion, meeting with ten masters of merchantmen in the Forest of Ardennes on their way to Verdun, totally destitute of money, and in the most wretched apparel, he gave to each of them a small present in money for their immediate necessities, and afterwards extended the like aid to several other masters in the same predicament.

For some time after the arrival of the St. Ives prisoners at Givet, the condition of the depot was fairly tolerable, mainly owing to the benevolent efforts of Captain Brenton; but the constant arrival of further batches of captured seamen soon changed matters for the worse, and in 1806 the French issued an order forbidding any further supplies being given to the British prisoners by their own country, declaring that each nation should support its own prisoners.

"In consequence of this new arrangement," says Captain Brenton, "I settled all my affairs relative to

the prisoners, whose situation became wretched in the extreme ; they were now deprived of the comforts to which they had been accustomed, they neither saw nor heard of their officers, they knew nothing of the continued solicitude of their own Government, and of the efforts made on their behalf."

All hopes of exchange had died away, and complete despair seemed to have taken possession of the sufferers.

Numbers attempted to make their escape, and some few succeeded ; but many were intercepted and cruelly treated, whilst additional measures of severity were adopted to prevent further attempts at desertion.

The fact was, that whilst the Englishmen were provided for by their own Government, there was no hope of inducing them to enter the French service ; and all intrigues carried on by the French to seduce them from their allegiance proved fruitless, except in a very few cases.

Captain Brenton, who was captured with his ship's company after a gallant action at Cherbourg on July 3, 1803, was released and returned to England on December 29, 1806. He afterwards continued his distinguished naval career, became a Vice-Admiral, and was created a baronet for meritorious service.

It was in December, 1805, that the Rev. Robert B. Wolfe, who with his young wife and child had been detained in France upon the renewal of the war in 1803, volunteered to reside at Givet, and to take up the position of chaplain to the depot, where at that time 1,200 men were confined.

Mr. Wolfe was aware that he must deprive his family of all the advantages which they derived from their residence at Verdun, and subject them to many

privations ; but the reports which he continually received of the state of the British seamen at Givet determined him, in a spirit of self-sacrifice, to take up his residence amongst them.

Here he remained for six years, until Napoleon passed through Givet on November 9, 1811, when Mr. Wolfe and his family received permission from the Emperor to return to England.

"On my arrival at Givet," he says, "I found the depot in the most deplorable state. Anything more degrading and miserable it would be difficult to conceive, and as regards religion, every appearance of it was confined to some twenty Methodists, who were the objects of the most painful persecution ; the bodily privations of the prisoners, half starved by the dishonesty of the French commissaries, and their want of the common necessities of life, being equally distressing."

After some difficulty, a room was obtained, and converted into a chapel, where Church services were held. In this room was an oven for the purpose of baking bread for the barracks, and the services became so crowded that the men would get on the top of the oven, where they could not sit upright, lying in a most painful position, for want of room.

The Methodist congregation, amongst whom were doubtless the Cornish sailors, while maintaining their own form of worship, having their meetings night and morning, were regular attendants on the service of the Church, and their numbers increased.

Schools were also established, and between four and five hundred men were taught to read and write, besides arithmetic and navigation in all its branches. Mr. Short became a teacher, and here acquired that know-

ledge of navigation which was to prove so valuable to him in after-life, when he established the Navigation School at St. Ives, famous in its day amongst West-Country sailors.

Mr. Wolfe endeavoured to assist the prisoners in a variety of ways, often at considerable danger to himself.

"Traps," he says, "were constantly laid for me, spies were everywhere; and I know that if they could allege anything against me I should be denounced, and probably, without any explanation, marched to the fortress of Bitche in company with deserters and criminals."

But in due time, so great was the change in the conduct of the prisoners, that an English visitor from Verdun, who went through the barracks, remarked :

"This is an extraordinary thing. I have been through a depot of 1,500 sailors, and have not seen one drunken man."

The cruel policy of the French Government led them to make the condition of the prisoners as wretched as possible, in order that they might be the more easily tempted to enlist in the French service. Some few were drawn away by the offers made to them ; the rest, seeing no prospect of release, sunk into despondency and sullen discontent.

Mr. Wolfe states that at one time the men were so bent upon it that it seemed as if a sort of infatuation had taken possession of them, although he believed that the object of most of them was to run away, and, if possible, to get home to England.

A French officer had come to Givet, and had obtained so many men that he declared he would have

half the barracks before Christmas. "I therefore," says Mr. Wolfe, "went up one morning to church, and after the service spoke to the people about it. It was a remarkable thing that not one of those who had professed religion had thought of going, and I asked them to use all their influence with the other men. From that time we lost not more than one a day, and shortly after the officer went away."

In regard to a frequently proposed exchange of prisoners, the *Naval Chronicle* of that period says:

"There is no fixing the French Government to any basis of exchange. Every concession on our part has produced fresh demands.

"We have about 50,000 French prisoners of war in England; in France there are about 12,000 English, two-thirds of whom are not prisoners, but *détenu*s, many of them women and children. Even these our Government were willing to exchange, when the French Government proposed that their 50,000 should be sent over *en masse* for the 12,000, and then afterwards the Spaniards would be released. This would enable France to man twenty-five sail-of-the-line, and still retain the Spaniards, our allies, in her hands."

The story of the construction of the flying bridge by the English sailors to enable Napoleon, his consort, and their attendants, to cross the River Meuse is well told by Mr. Short, and the following additional particulars are related by Mr. Wolfe:

"The Meuse separates the two towns of Givet, and is there a river of some magnitude crossed by a temporary bridge constructed with boats chained together. These were partially removed whenever barges passed through, or there was an apprehension of their being carried away by flood, and this was feared from the incessant rain which fell the day that Napoleon arrived.

"The inspector of the bridge was called, and Caulin-

court asked him if there was any fear of the bridge, and he said, 'No.' 'Will you answer for it?' 'I will.' But about three o'clock in the morning the bridge went down. A consultation was then held. What could be done? Caulincourt flew into such a dreadful rage that he struck the inspector.

"No means could be suggested for reinstating the bridge, which was carried down the river by a current totally irresistible.

"The Director of Fortifications was sent for. 'You will do nothing,' said he, 'except you send to the barracks and get some of the English prisoners.' Caulincourt was surprised. 'Will you answer for them?' he asked. 'With my head,' was the reply, and our honest fellows fully answered to his confidence.

"Thirty of them were immediately set to work, some up to their necks in water, others in boats, at one time swimming to a place they could not otherwise reach, at another diving to a depth to carry on their work. The windows of my lodging commanded a view of the bridge, and it was thus occupied that I found them when I awoke in the morning.

"I crossed the river in a boat, but was unable to get near the house occupied by the Emperor, who came from time to time to the window, looking with astonishment at the activity and exertions of the sailors.

"Napoleon afterwards went down to the river, and here a very interesting scene was offered to us, and one which exhibited in a strong and gratifying point of view the character of the British sailor. The English were still working at the bridge, which they had nearly finished. He began to talk to one of them through Mortier, and they all came round him. And now, any one of these men, who would have gone up to a cannon's mouth to have destroyed this enemy in battle, might with one push have sent him to the bottom of the Meuse; yet far from having any evil thoughts towards him when he confided in their good faith, they were a sort of guard of honour to him as he passed the river.

"And so great was the confidence that he had in them that he would have no one else about him, and there was not a single Frenchman allowed to be upon the flying bridge which they had constructed to bring him over.

"And now these great ones of the earth quitted the place, leaving everyone full of joy and loud in the praises of Napoleon, except the inspector of the bridge, who was in a state of very sad depression.

"The English were in great delight, daily expecting their passports. At length they arrived, and only twelve of the men had their liberty. They were, however, to be clothed in handsome sailors' clothes, and money given them for their journey."

Among the prisoners at Givet on the arrival of the St. Ives sailors on April 14, 1804, were the crew of the H.M.S. *Hussar*, which vessel, a new 38-gun frigate commanded by Captain Wilkinson, when on her way home from the coast of Spain, carrying despatches from Admiral Sir Edward Pellew, with orders to communicate with the Channel Fleet, then blockading Brest, struck, in dark and hazy weather, on the Saints Rock and became a total wreck. The majority of the crew reached the shore, where they fell into the hands of the French, the officers, as usual, being sent to Verdun, and the sailors to the depot at Givet.

One of the senior midshipmen of the *Hussar* was Mr. Donat O'Brien, afterwards Captain O'Brien, being promoted subsequently to the rank of Rear-Admiral for distinguished service.

Owing to a mistake on the part of the French as to his rank, Mr. O'Brien was at first sent to Givet with the sailors, but was removed to Verdun in July, 1804.

Captain O'Brien published the story of his adventures in 1839, and in 1902 it was reprinted, being edited

by Charles Oman, Professor of Modern History at Oxford.

Mr. O'Brien made his first attempt to escape from Verdun, his second when on the march, and the third and successful attempt from the mountain fortress of Bitche, crossing South Germany in safety, and ultimately reaching Trieste on November 7, 1808, where he took passage for Malta in the gun-brig *Spider*, doubtless the same vessel which convoyed the fleet of merchant vessels, including the brig *Friendship*, from the Downs on March 28, 1804.

In his preface to O'Brien's book Professor Oman says :

"I imagine that no prisoner ever made *three* such desperate dashes for liberty as did this enterprising Irish midshipman."

But had the Professor been acquainted with the history of the *four* equally desperate attempts to escape made by the young sailors, Thomas Williams, Henry Blight, and Robert Burns, once from Givet, once from the fortress of Charlemont, once from the prison at Thilt, and once from the mountain fortress of Briancon, had read the story as related by Thomas Williams of their condemnation to six years in irons, and of their further sufferings and privations upon the march and in dungeons during ten years' captivity, he would, I venture to think, confess, without detracting in any way from the merit of the exploits of the gallant O'Brien, that here were adventures even more remarkable.

It was O'Brien's escape that suggested to Captain Marryat a great part of the plot of "Peter Simple." In that excellent romance Peter is made to escape from Givet in company with a friend named O'Brien.

Captain O'Brien tells with much humour the story of the manner in which they celebrated the King's birthday at Givet in 1804, and as the St. Ives sailors must have taken part in the demonstration to which he refers, I venture to repeat it in his own words :

"At length arrived the glorious 4th of June, the birthday of our Sovereign, George the Third, and for this one day at least were our sufferings forgotten and our sorrows cast to the wind. We were resolved if possible to make some demonstration in honour of the day, and at last, low as were our pecuniary circumstances, we did contrive to give a birthday dinner to the Commandant and to the Paymaster of the depot.

"The day altogether passed off very agreeably until about sunset, when the time arrived for locking the seamen up in the different wards of the gaol. They now gave three tremendous cheers, which flowed from the heart, in commemoration of the day that gave birth to their Gracious Sovereign, and as the last cheer stunned and terrified the astounded Frenchmen, they hauled in the colours of different nations that they had kept all day streaming out of each window, taking care to have the French tri-coloured flag under all, which was never noticed by either Commandant or guards. The enthusiastic cheers of nearly a thousand men made a most powerful noise ; it was music to our ears as we sat at table.

"The Commandant, who was greatly alarmed, imagined that the seamen had revolted and had actually got out of prison, and so great was this officer's hurry that he made but one step from the top of the stairs to the bottom.

"We had some trouble in getting him on his legs again, and were greatly rejoiced in finding that he had received no injury, assuring him there was no foundation whatever for his fears.

"However, he would be convinced in person, and was rejoiced, on going to the prison, to find everything

perfectly tranquil. Being returned, he observed that the English were 'des braves gens,' and he would drink another glass of wine in commemoration of King George's birthday."

Being at Ostend at the end of August, 1913, and having the St. Ives prisoners of war in my mind, I went to look at the entrance to Nieuport River, where Thomas Williams and his companions unsuccessfully tried to seize a boat. Then followed them in imagination along the coast towards Ostend, where amongst the sandhills they were recaptured by the Custom House officers, and lodged in the town jail.

The idea then occurred to me to pay a hurried visit to Givet, and finding, upon consulting a map, that it was only an easy two days' motor-run, I went by way of Bruges, Ghent, Brussels, Namur, and Dinant, the road running for many miles along the left bank of the Meuse, then crossing the Belgian frontier into France, I found myself one hot afternoon upon the bridge connecting the two towns of Givet.

The usual curious crowd collected, and, upon making inquiries, it was positively asserted that not even the oldest inhabitant had ever heard of English prisoners of war being confined at Givet, or of a prison such as had been described.

They were quite voluble about it, talking excitedly amongst themselves, and were agreed that monsieur was labouring under some strange delusion.

The fortress of Charlemont still dominates the town, but everything relating to the English prisoners of one hundred years ago has apparently been forgotten.

It was very disappointing, and what was to be done? The Hotel d'Angleterre in the hot and dusty square

did not look inviting, but there might be a possibility of tea, and further inquiries could be made.

Yes, madame would be charmed, and her husband, divesting himself of his coat and putting on an apron, set about preparing the meal.

Madame was sympathetic, but not helpful; she also had never before heard of English prisoners of war.

Then the daughter of the house produced the inevitable picture-postcards, and amongst them were several views of the very place we desired to see.

There could be no possibility of mistake. Mr. Short, who had a natural gift for drawing, has left several sketches of the prison, and here it was depicted upon a modern postcard.

Explanations ensued, and following the most careful instructions, we climbed the steep ascent of Charlemont, and, crossing the drawbridge, were taken by a sentinel to the guard-house, and then, having obtained the desired permission, were conducted by a soldier through the fortress to the gateway on the other side.

Charlemont is an extensive place, and in ancient days must have been of great strength and of considerable military importance. The little church mentioned by the St. Ives prisoners still stands, but is no longer used; the windows are boarded up, and the building in need of repair.

Crossing another drawbridge and descending by a zig-zag path to the lower road, we there came upon the long barrack building in which, from 1804 to 1814, hundreds of English sailors, prisoners of war, had been confined.

The main road to Paris, along which Napoleon and his Consort were slowly driven in full view of the

prisoners, who crowded the windows with heads uncovered, lies between the building and the rock of Charlemont, the yard in which the men exercised being upon the river side, the only material change apparently being the modern railway which tunnels under the fortress and runs parallel for some distance with the road.

The barrack building was crowded with soldiers, sentries being placed at various points. I did not seek admittance, having seen enough for my purpose ; and it was this visit to Givet which inspired me with fresh interest in the journals of the two St. Ives prisoners whom I very well remember, and with a new resolve to publish them in some suitable form in order to preserve them from almost certain oblivion.

These journals were evidently written from memory some considerable time after the return of the men to England, as they would have little or no opportunity to record their daily experiences when in captivity, and with the recollection of their sufferings softened by time, many things probably were omitted which would be of the deepest interest now ; but it certainly is strange that Mr. Short does not refer in any way to the escape of his cousin and his two companions from Givet, their recapture, trial, and condemnation to six years in irons, and their second escape from the fortress of Charlemont, as these events undoubtedly created some sensation at the time.

It would be interesting also to know the story of the capture of the privateer *Recovery* of St. Ives, Henry Johns, master. Eight of her crew died prisoners of war, and another, Henry Blight, was the constant companion of Thomas Williams in all his attempts to escape. Passing reference is made to a Captain Henry

Stevens, of St. Ives, who had been captured with his ship and crew, but no particulars are given.

Of the other members of the crew of the *Friendship*, Captain Sincock died at Verdun, and Thomas Cogar, A.B., died at Givet; but from the date of their capture, George Dunn, the mate, and James Sincock, the other apprentice, are never mentioned, although they were doubtless at Givet the whole time. William Sincock, the boy of twelve, who was sent to Verdun with his father in 1804, was met with when on the march to Bordeaux in 1814. But I am confident from what I have heard that the two Sincocks returned to St. Ives with the others. Mr. Short says, at the close of his narrative, that on his arrival home he found that his aunt, the wife of his old commander, had died only a few hours before, and the story, as told to me, is that William Sincock's hand was upon the door-latch when his mother died, and she never saw him.

I have now before me a small pocket-book in which Mr. Short, while still at Givet, entered an outline of his experiences up to that time. It is inscribed as a gift from Charles Jessop in Givet prison June 20, 1812, and must have been carried by Mr. Short in his subsequent wanderings. In it he gives a complete list of the prisoners, over 300 men, who died at Givet from 1804 to 1814, and in this volume I give the names taken from this list of the fifteen Cornish sailors who died there.

Mr. Williams somehow contrived to preserve the original pardon of the Emperor Napolcon, which is in the possession of his son, Colonel H. W. Williams, J.P., and the now faded rosette which was fastened to his breast in the Great Hall at Grenoble in token of that pardon is still treasured by his family.

Mr. Williams died in 1862. My remembrance of him is rather dim, but is of a man silent and reserved, of a kindly disposition, and of whom we young people stood somewhat in awe, being a man of strange and wonderful experiences.

Mr. Short died in 1873, and of him my recollection is much clearer. One incident stands out in my memory. He was sitting in his garden without a coat, but in white shirt-sleeves, an open waistcoat front with a large black cravat, and wearing a tall hat, all after the fashion of sailing-ship masters of those days, and while smoking his long churchwarden, he related to my cousin (his grandson) and myself how the sailors at Givet had to make uniforms for French soldiers, and how his first attempt at tailoring led to his being severely punished because he had placed the button-holes round the tail of the jacket instead of down the front, and when telling the story the old gentleman shook with quiet laughter at the remembrance.

I did not then know that he had written the story of his adventures, or I might have asked a hundred questions about them. Mr. Short had a natural gift for drawing, and some of his sketches are reproduced in this book.

I am indebted to Messrs. Hatchards of Piccadilly for procuring for me "English Prisoners in France," by Rev. R. B. Wolfe, and "A Memoir of Admiral Sir Jahleel Brenton, Bart.," by Rev. Henry Raikes, both published by their firm in 1830 and 1846 respectively, and for their kind permission to make what extracts I desired from these books.

Other books which I have read on this subject are—"My Adventures in the Late War," by Captain O'Brien, published by Edward Arnold; "The Depot for Prisoners

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of War at Norman's Cross," by T. J. Walkes, M.D.; "Napoleon's British Visitors and Captives," by J. G. Alger, both published by Constable; "A Century of Lloyds' Patriotic Fund," which was kindly sent to me by the author, Mr. Herbert de Rougemont of Lloyds, and the article in *Chambers's Journal* for 1854, entitled "Prisoners of War."

On establishing the School for Navigation at St. Ives, Mr. Short commenced a diary of local events, kept after the manner of a ship's log, and for a period of fifty-five years, from 1817 to 1872, these records were continued almost without a break.

The diary forms a local history for that period, containing accounts of the borough elections, reports of the various fisheries, of the capture of smugglers, gives the names of the large fleet of vessels then belonging to the port, with the still familiar names of their owners, masters and crews, tales of shipwreck and loss of life, with many a brief account of some romance or tragedy of the sea.

These records are, I think, of more than local interest, and should be preserved. I have therefore included the more important extracts in this volume.

The preparation of this book for publication has been a real pleasure to me, and I hope it will not be considered that I have done amiss in endeavouring to preserve in more permanent form these records of the adventures of the St. Ives prisoners of war in France.

Since writing the above I have read an interesting article which appeared in the *United Service Magazine* for June, 1914, entitled "British Naval Prisoners of War under Napoleon," by Commander Henry N. Shore, R.N. (retired).

In this article reference is made to the benevolent efforts of Captain Brenton on behalf of the unfortunate prisoners; to the labours of the Rev. R. B. Wolfe; and to the murder of Mr. Haywood; but it contains no material addition to the narratives of the St. Ives prisoners, except a statement made by Napoleon when himself a prisoner of war at St. Helena, as to the construction of the flying bridge by the English sailors, to enable him to cross the River Meuse in the year 1811, taken from "Napoleon in Exile," by Barry O'Meara, 1822.

This statement, in the Emperor's own words, is as follows :

"I was very anxious to depart, and ordered all the boatmen of the place to be assembled, that I might be enabled to cross. They said the waters were too high, and that it would be impossible to pass for two or three days. I questioned some of them, and soon discovered that they were fresh-water sailors. I then recollect that there were some English prisoners in the place, and ordered that some of the oldest and best seamen among them should be brought before me to the banks of the river. The water was very high, and the current rapid and dangerous. I asked them if they could join a number of boats, so that I might pass over. They answered that it was possible, but hazardous. I desired them to set about it instantly. In the course of a few hours they succeeded in effecting what the other imbeciles had pronounced impossible, and I crossed before the evening was over. I ordered those who had worked at it to receive a sum of money each and their liberty."

It is probable that the Emperor was asleep at Little Givet when the bridge of boats was swept away, and we know that it was the Director of Fortifications who suggested to Caulincourt that the English sailors

should be sent for. It must be further remembered that Napoleon was on one side of the river, which was in strong flood, and the prisoners on the other, so that he was not in a position to communicate with them until after they had constructed the flying bridge; and from Mr. Short's narrative we gather that the oldest and best scamen were not selected, but that the men were taken haphazard from the corridors in the prison nearest to the bridge.

The incident seems to have made an indelible impression upon the Emperor's mind, and, as usual, he was quite ready to take the entire credit to himself for a successful achievement.

I am indebted to Commander Shore's interesting article for calling my attention to the Emperor's version of the incident at Givet, as given by him to O'Meara at St. Helena.

TRELOYHAN,
ST. IVES, CORNWALL,
1914.



MR. JOHN TREGERTHEN SHORT.

THE ADVENTURES OF
JOHN TREGERTHEN SHORT
OF ST. IVES, CORNWALL

PRISONER OF WAR IN FRANCE FROM MARCH, 1804, TO
MAY, 1814

Saturday, March 24, 1804.—On board the brig *Friendship*, of London, Josias Sincock, master; came to an anchor in the Downs, and joined convoy under the command of the *Spider* brig-cutter, destined for Portsmouth.

Sunday, 25.—Strong gales from the northward and westward; let go our sheet anchor.

Monday, 26.—More moderate. Hove up our sheet anchor, and rode to the best bower.

Tuesday, 27.—Little or no wind. Got off from Deal a new long-boat.

Wednesday, 28.—At 5 a.m., by signal of the Commodore, we were ordered to get under weigh, the fleet numbering over twenty sail of merchantmen. Wind E.N.E.

At half-past seven on the evening of the same day, Beachy Head. Bearing N.W. by W., four miles and a half, we saw a strange sail in our wake in chase of us. In a short time she came up and boarded on our larboard quarter. The crew confined us below, placing sentinels over the companion and fore-scuttle. The

vessel proved to be a French lugger, privateer. They wore ship immediately, and made for the French coast.

Thursday, 29.—In the morning early they ordered us all into the forecastle, they being seven in number and seven of us; but during the night they confined us as follows: four in the cabin, two in the steerage, and one in the forecastle, so we could not determine the number on board. As soon as we came well in for the French land, they examined our clothes and took from us what articles they thought proper. They even made my cousin, James Sincock, take off his watch, coat, and short jacket, and give to them. At 2 p.m. we arrived at Dieppe, where our few remaining articles were strictly examined by the Custom House officers, after which they ordered us on shore on the quay, when we were delivered up to an officer and a guard of soldiers, who escorted us to the town jail, where we met with two other ships' companies who had been taken by the same privateer, the *La Dolph*, of Boulogne. The first we were acquainted with—viz., Captain William Jenkyns, of Clovelly, captured in the brig *Lisbon Packet*, from London, bound for Falmouth with a general cargo; the other was Captain George Carter, of Exeter, of the brig *Margaret*, letter of Marque, of London, from Zante, laden with currants, bound for London, the whole of us numbering twenty-five. At 4 p.m. all, excepting the three Captains, William Sincock, a son of our Captain, a son of Captain Carter, and a passenger, were locked up in a stinking jail, the smell of which was enough to occasion sickness, and where we had to encounter a host of vermin of all kinds.

The next day we spent in a small yard, and at night were locked up in the same dungeon as before, with

three French soldiers, who were confined for some misdemeanour in the town.

Saturday, 31.—Early in the morning one of these soldiers took from one of our party a piece of rope which tied his things together, and then began to beat some of us with it. A row commenced, and the soldiers were overpowered, and the Commandant then gave orders that we were not to be allowed to come out of our cell for the day, but about ten o'clock his passion had somewhat abated, and he gave orders to the jailer to liberate us and serve out our daily rations. We then received a visit from one of the privateer's men, entirely clothed from head to foot in our clothing. At 4 p.m. we were ordered to our own den as before.

Sunday, April 1.—Easter Sunday.—We were ordered by the jailer to get ready for marching. After being served with our allowance for the day, we were delivered to a Lieutenant and a guard of foot soldiers, and marched into the town, where we found a cart provided to carry our few remaining things. We commenced our march through a very delightful part of the country, the wheat being nearly knee high, but the road heavy and dirty after heavy rain. Each Captain gave to each of his ship's company seven shillings, which we found very acceptable.

At 5 p.m., after journeying twenty-four miles, we came to the town of Eau, and were locked up in the town jail, which far surpassed in horrors the one at Dieppe ; it was so dark we could not distinguish each other a yard apart.

Monday, April 2.—At 8 a.m. we were mustered in the street, and many spectators flocked from all parts of the town to gaze upon us. Some seemed to commiserate our youth and situation, while others were

highly pleased at our downfall. After another day's march of twenty-four miles, attended with rain, we arrived at the town of Abbeville. They beat the drum before us, and marched us into the town two deep. What they beat on the drum is called in England the "Rogues' March," but in France they call it the "Honours of War."

After being examined by the Commandant, we were taken to the town jail, and there placed ten men in a cell. In each cell were two doors, both strongly bolted, and the only light came through a small square hole cut in each door. Wet and cold as we were, we were turned into these dungeons, having scarce room enough to lay down to rest our wearied limbs.

Tuesday, April 3.—About 9 a.m. a young English woman came to the jailer's house, saying her mistress had been informed that there were English prisoners in the town jail, so she sent by her servant two large loaves of wheat bread and two bottles of excellent wine, and the girl distributed the whole amongst her countrymen, by which means I obtained a very good breakfast, the first since being made a captive, and she informed us that it was the intention of her mistress, if we did not quit the town that day, to provide each of us with a good dinner, and she was very sorry she did not hear the evening before of our being in the jail. This lady had been detained in France at the commencement of the war by an order from the Government, but had obtained permission to return to her native country, if she thought proper to travel through Germany, but she was waiting in expectation of getting a grant to cross the Channel. Soon after the girl's departure, the guards came and mustered us in the street, and we began our journey through a

delightful country, abounding chiefly in corn, with scarcely a hedge of any description to be seen. All their lands are determined by landmarks, no cattle grazed without a herdsman with them, nor sheep without a shepherd to attend the flock.

After a journey of nine miles we reached a village, and were taken to a farmer's house, there being no prison, and lodged upon some straw for the night ; this was the best night's lodging since I left the *Friendship*.

Wednesday, April 4.—We proceeded on our journey towards a city called Arrass, the capital of Artoise, a strongly fortified place, the first we had met with. In the town jail we found a great number of criminals and deserters from the French Army, but we were conducted to an upper room entirely separated from them, and were pretty well accommodated with straw.

Thursday, April 5.—Each man served with his pound of brown bread, but, although very hungry, this bread proved rather unpalatable, being wetted with the dregs of the wine, which made it very acid. After a journey of twelve miles we arrived at Douay, and were conducted to the jailer's house, where we purchased some soup at twopence per quart, which I thought at the time was very good, but really, in my opinion, if it was served to a hungry dog he would not eat it. I will tell you how they prepare this soup : first, they take a piece of butter or fat and fry that in the pan, then add a few small onions or some garlic, and after frying for some time, they add about two gallons of water ; and as soon as it boils it is fit for use, which confirms the old proverb that " Hunger needs no sauce."

At night we took up our lodging on the bare floor

without any straw ; the sentry sat by the fire all night. The three Captains hired lodgings in the jailer's house, and so well were they tormented with vermin that they acknowledged our situation to be better than theirs.

Friday, April 6.—We lodged a complaint to our guard concerning the jailer, who detained our Captain's bag of clothes because he refused to pay two and sixpence which the rascal of a jailer wanted for the wood which the sentinel had burnt during the night. One of our guards then rode up to the jailer's house, and the man very submissively delivered up the bag, and we proceeded on our journey to a town called Dullen.

Saturday, April 7.—Our journey continued through a pleasant and fertile country, chiefly pasture-land, with good roads, having trees planted on either side at a distance of six fathoms asunder, the greater part of them apple-trees. Our guards were now Italians in the service of France, and remarkably good they were in carrying the youngest boys behind them on their horses. After a march of eighteen miles we came to the gates of the City of Cambray, the capital of Cambris, where the Cambrie first took its name from. We halted for the rest of our party to come up, and were then taken to a subterranean vault ten feet under the surface, and here remained all night, except the three captains, the three boys, and the passenger. Part of the city walls near the entrance gates were very much out of repair, occasioned, as I was informed, by the British forces when on the Continent, commanded by the Duke of York, in 1793.

Sunday, April 8.—Early in the morning we left Cambray, in charge of the same guards, and marched over

an extensive plain, where the British lay encamped a short time in the year above mentioned.

We rested at the halfway-house as customary, and got a little refreshment; everything was remarkably cheap and plentiful, but money with us was a very scarce article, for since leaving Dieppe they had not given us a single farthing in money, and not more than one pound of bread per man per day. At 4 p.m. we reached another town, having marched twenty-seven miles; a large number of spectators flocked to see the captives of war. We were lodged in a stable, with a sentinel at the door, and I had a good night's rest, covered over with straw.

Monday, April 9.—Marched twelve miles to the town of Avennes.

Tuesday, April 10.—Continued our journey to the eastward, but we could never learn as yet the regular prison that was appointed for us. Some of the high roads in this part of the country are paved for miles. After journeying twenty-one miles, we reached a village, and there being no prison, the Mayor lodged us two in a house. I and my cousin stayed with an old couple, who entertained us with a good fire but no food, and at night a comfortable bed—a privilege I never expected to enjoy while a prisoner of war.

Wednesday, April 11.—Marched eighteen miles, and when we reached our destination for the night one of our number was missing. He had escaped on the road and hid himself; one of the guards mounted and went in search of him. We were lodged in various houses as on the previous night, but I was not so well lodged as before. The people seemed to look upon us with contempt and disdain, and although they made three meals whilst we were in the house, they never

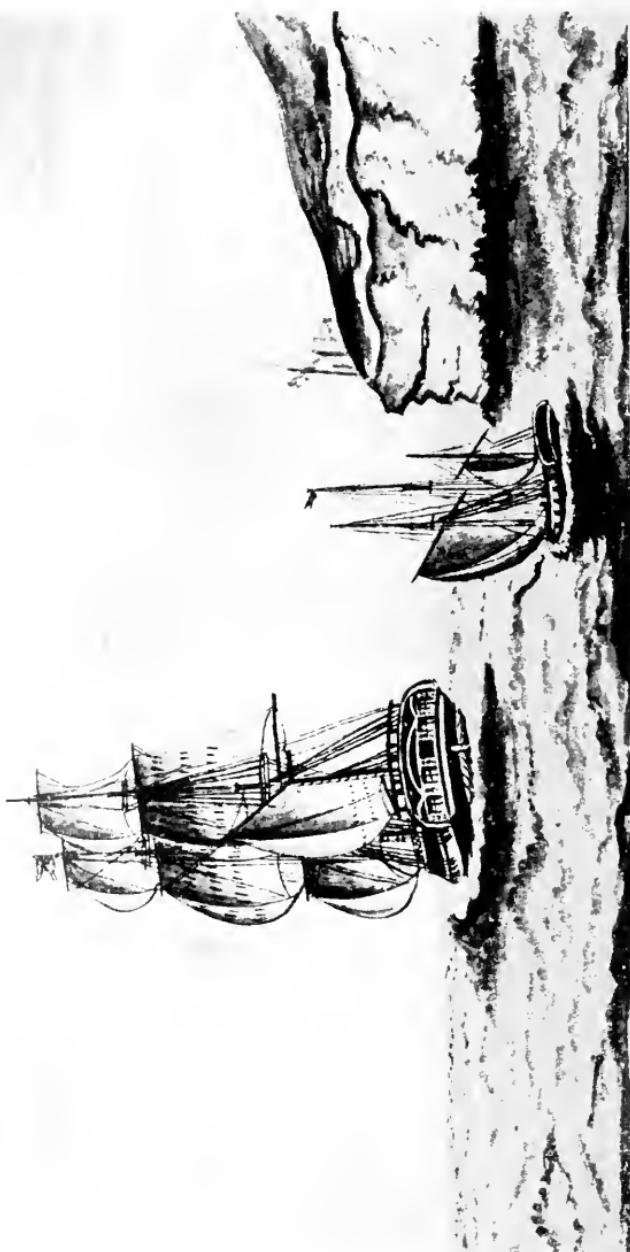
offered us any food. We were allowed the whole range of the village, so there was not the least difficulty in deserting ; but we were ignorant of the country, and the coast was at that time lined with troops destined for the invasion of England. Our shoes were getting very bad, and I had only one and eightpence left out of my seven shillings.

At this period we began to entertain hopes that we should not find our confinement so oppressive as we imagined, as they indulged us with more liberty as we advanced into the interior.

Thursday, April 12.—Got under weigh with some foot soldiers for our guards ; on the road we met a German Jew, who informed us that there was a depot of British prisoners of war at a town named Givet, and by the route we were taking he supposed that to be our destination. At night we remained at a town called Rockroy, and were lodged in the jail.

Friday, April 13.—At 3 p.m. we arrived at Fiume, a small town on the left bank of the River Meuse ; it lies under a hill, and you cannot perceive the town until within a few yards of it and directly over it ; here are a number of slate quarries, employing a great many people of both sexes. We were lodged in a ruined house close to the river, and during our stay we had the liberty of the town to go where we thought proper.

Saturday, April 14.—Assembled together, and commenced our journey through a very mountainous and barren country. At 3 p.m. we came to the outer gate of the fortification of the town of Givet, where we halted until one of our guards rode into the town with the express ; we were shortly after conducted to the guard-house, and there inspected by the Commandant of the depot, who questioned us, and separated each



THE CAPTURE OF THE "FRIENDSHIP," MARCH 28TH, 1804.

From a drawing by John T. Short.

ship's company to themselves. After this examination we were conducted to the prison gate and then to the prison yard, where we found about 930 British prisoners of war. The barrack-master conducted us to the eighth passage, in which passage were eight rooms, and in each room they put sixteen men, and served to each room a large kettle, a dish, ladle, and pitcher for the whole mess. We were paid tenpence per man by Bradshaw, a big rascal, clerk to the Captain of *La Minerve* frigate; this was allowed us by English Lloyds, and our allowance from the French Government was as follows—viz., one pound of bread, half pound of beef, a small quantity of wood, a thimbleful of salt, a noggin of peas, and three farthings in money per man per day.

The town of Givet is situated on the left bank of the River Meuse, a walled town, with a single rampart. On the south side of the river is another town, called Little Givet, reached by a bridge of sixteen boats. This town, although not so large as Grand Givet, far surpasses it in trade. I have been informed that the finest tanyards in the Empire are to be found here.

Both towns are fortified and occupied by a strong garrison, but the ramparts are much out of repair. Grand Givet is commanded by a strong fortress called Charlemont, in which there are a number of barracks and hospitals, and a small town with a church. The citadel and rampart wall are very strong. On the south side it is fortified by Nature, the cliffs being, I suppose, 300 yards perpendicular. This town is in the Department of Ardennes, in the French Netherlands.

Good wheat bread, 3 pounds sold for 2½d., flour ¼d. per pound, butter 5d., and beef 3½d. per pound; the brown bread as sold to the prisoners is 1d. per loaf.

April 16, 1804.—My uncle, Captain Josias Sincock, with his son William, Captain Jenkyns of Clovelly, and Captain Carter of Exeter, left Givet for Verdun, the depot at which all British officers were confined.

May 18, 1805.—The troops with the gendarmes assembled under arms and marched in and around the prison, and a general muster of prisoners was made. Some of them had been digging a shaft and an adit in one of the unoccupied stables, and the Commandant was informed of this by a man named Thomas Ewin, a Londoner by birth, formerly armourer on board the *Sir William Douglas*, East Indiaman, but now prisoner of war, the treacherous rascal !

August 1, 1805.—General Marmont inspected the prisoners at a general muster in the prison yard, when some petitions were delivered to him, requesting him to try to shorten our captivity and to get us some clothes.

December 4, 1805.—The Rev. R. B. Wolfe arrived here from Verdun to be our chaplain. He is a native of Stone, in Staffordshire, and was chaplain to a gentleman's family travelling on the Continent at the outbreak of the war in 1803, when he was detained and made a prisoner of war, also his wife and child; but they received permission from Napoleon, when he passed through Givet, to proceed to England. Mr. Wolfe was to return here again, but when he went to Paris, however, a grant was given him to remain in England.

December 17, 1805.—James Emsworth, who escaped on July 17, was brought back, after being absent five months. He had passed into Germany, and when captured was on the borders of Prussia.

THE MURDER OF MR. HAYWOOD.

Mr. William Haywood, master's mate of H.M.S. *Alfred*, a native of Lichfield, together with a midshipman named Gale, went with a gendarme into the town to market, as was customary with the officers. Seizing an opportunity, they escaped from their guard, and hid themselves in a cave on Mount d'Or, on the fortification that commands Little Givet.

Guards were despatched in all directions in search of them, and the cannon on Charlemont gave the alarm to the neighbouring villages, but the search proved unsuccessful.

In the afternoon the guards again assembled and went direct to the mouth of the cave where they were concealed. They were ordered to come forward and surrender, which they immediately did, when the first gendarme, with his sabre, cut Mr. Haywood to the ground, and again plunged the sword into poor Haywood's body until life was extinct, Mr. Gale being also severely wounded; but they spared his life, and he afterwards recovered.

The information as to their whereabouts was given by a marine named Wilson, belonging to H.M. frigate *La Minerve*, who had lost one of his legs in the service, for which he was sure of a pension for life; but he was deprived of all pay from his countrymen, and the French made him a warder in the hospital at Givet, but during our stay he would never appear in the prison without a guard.

September 6, 1811.—The first appearance of the comet from the prison windows.

CONSTRUCTION OF THE FLYING BRIDGE—A SIGHT
OF NAPOLEON.

November 9, 1811.—Bonaparte and his consort passed by the prison on their way to Paris, and a great number of the nobility passed before and after them ; the guns on the fortress of Charlemont fired a royal salute, and the officers and men of the 33rd and 34th Regiments were under arms, and stationed on each side of the road for a mile out of the town, repeating with shouts of acclamation, “*Vive l’Empereur!*” as he passed them by.

When these illustrious persons arrived at Petit Givet, they put up at the hotel there for the night, and in the morning, to their great disappointment, the water in the River Meuse had risen considerably, and, the current increasing in velocity, had carried adrift the bridge of boats which crossed the river.

The French used every exertion to restore communication, but without success ; and when all their contrivances had proved abortive, messengers were despatched to the depot, to bring out some of the English sailors, and forty-five British prisoners were taken from the first passage, being the nearest to the prison-gate. The rest of us were locked up, but had the liberty of opening the windows, so as to have a view of the Emperor when he passed.

Nothing appeared until 1 p.m., when we were presented with a full view of the Emperor and Empress, drawn in a coach by eight horses. The Emperor sat on the side fronting the prison, the windows of which were crowded with prisoners with their heads uncovered, to whom the Emperor made several polite bows. He was dressed in a dark green coat, light kerseymere breeches, and a very ordinary

three-cocked black hat, with several stars suspended from his breast. Having only a view of him when seated in his carriage, I was unable to ascertain his stature, but judge him to stand 5 feet 6 or 7 inches. He is of rather a swarthy complexion, and corpulent withal. The Empress was dressed in white, with a white silk or satin bonnet; but there was nothing splendid or uncommon in the appearance of these illustrious people.

When the British sailors had, with great skill and dexterity, rigged up a contrivance to convey a barge with the Emperor's carriage from shore to shore through the rapid torrent, the Emperor and Empress stepped into the barge in the presence of some hundreds of spectators, and ordered all Frenchmen to quit the barge, which was then launched into the stream, with no other guards but one or two of the Emperor's Field-Marshals and the British prisoners of war.

One of our men, named Welch, when helping to get the carriage into the barge, fell, and the wheel, passing over his arm, broke it. He was sent at once into sick quarters, and every attention was ordered to be paid to him, and I believe he received nearly £10 in English money.

Twelve of our men, who were in a barge which sank in presence of the Emperor, were some months afterwards granted passports to return to their native country, and had they not petitioned, it is the general opinion that the whole forty-five would have been set at liberty.

A young sailor, named Thompson, who crossed in the barge with the Emperor, acted a part inconsistent with reason, but I suppose more to see how

far the laws of the Masonic Fraternity extended—they both belonging to that society, rather than with any intention of being offensive. Seeing the Emperor taking a pinch of snuff, Thompson entreated him for a pinch, and the request was immediately granted.

The Emperor had been upon a survey of the northern ports of France and Holland, and was recalled by an express to repair to the capital without delay. This was about the time of the breaking out of the war with Russia.

The guards with which he left Paris, a body of lancers, passed through Givet the next day, the horses being so fatigued that they could not keep the Emperor company, and so were left a day's journey behind.

THE IRISH INFORMER.

June 16, 1812.—Two of our fellow-prisoners named Jasper and Griffiths escaped from the prison, and shortly after, one Sergeant Dunnon, an Irishman, belonging to an English regiment of horse, gave information to the Marshal de Loges, which became known to the prisoners, and in the evening of the same day Dunnon received from them a most severe punishment, which nearly cost him his life. As soon as this tumult was known in the guard-house, the guards assembled under arms, and, entering the yard, drove all the prisoners to their respective cells; some were cruelly ill-used. The informer was conducted to the hospital, where he remained for ten days, and then made his appearance in the prison yard, accompanied by a Lieutenant of gendarmes and the prison guards. A general muster was ordered, when the Lieutenant and the informer walked down each

rank, and he pointed out two of the ringleaders. Next morning this villain paid us a second visit, and pointed out eight more. On the 29th they were tried by a military court-martial, and by means of two (whose names I shall not forbear to mention)—viz., Francis Wills and one Prescott, turning evidence against the other ten, seven were condemned to four years' solitary confinement—viz., Richard Dunn, of St. Ives, Cornwall, one of the crew of the privateer *Recovery*; George Miller, of St. Michael's Mount, Cornwall; George Truern, of Ludgvan, Cornwall; John Hunn, of Milbrook, Cornwall; James Boatfield, of Appledore, Devon; and John Burns and William Stewart, of Waterford, Ireland. Richard Dunn, of St. Ives, and the two Waterford men died during their confinement.

We were informed by the guards that this informer and deceiver of mankind left Givet to enter the French service.

August 13, 1813.—The Empress made her appearance at Givet on her way from Mayence to Paris, accompanied by her escort and Ladies of Honour. The windows of her coach were let down, and she sat on the side fronting our prison, as if to have a full view of the British prisoners of war.

PRISONERS LEAVE THE DEPOTS.

December, 1813. All the British prisoners of war at the eleven depots in France, to the number of 16,280, were put in motion; those in the south were ordered to the north, and those in the north were sent towards the south, duly escorted by a strong guard until they were a few days march into the interior, when they

were left to wander at their own discretion. The French Government was well aware that by so arranging matters the prisoners would not fall into the possession of the invading armies now entering France, and their object was to keep the prisoners between Paris and the west coast.

December 22, 1813.—The joyful tidings at last arrived that we were to hold ourselves in readiness to march; our destination was never made known to us, but we entertained hopes that our captivity was drawing to a close.

They were daily bringing supplies of all kinds to the fortress of Charlemont, a thing that had been neglected for many years, and numbers of their sick and wounded were daily passing; also our own sick were taken from the hospital, put into carts, and conducted towards the interior of France without the least regard to the rigor of the season, nor was the least humanity shown to these unfortunate people.

I LEAVE GIVET.

From December 24, 1813, to January 7, 1814, from 100 to 150 prisoners were daily marched from Givet; I left on the last-named date with 150 others. At 9 a.m. we were delivered to a Lieutenant of the 34th Regiment of Foot, with his guard and two horse gendarmes, and conducted fifteen miles to the town of Fiume, where we were confined in the jail—40 in one apartment and 110 in another.

January 8, 1814.—Left Fiume with the same guards as before. Some women followed us selling brandy and small loaves of bread. One of the guards got drunk on the march, and took from the women some bread; a complaint was immediately lodged to the

Commanding Officer, who gave the guard a severe punishment over his back with the flat of his sabre, and on our arrival at the gates of Rocroy, the officer ordered a gendarme to disarm the man and conduct him to the jail. But he bid defiance to them, and would not give up his arms, but marched into the town with the rest; the officer proposed to get him punished when they went back to the Staff.

THE WORST JAIL.

January 9, 1814.—Marched eighteen miles to the town of Mézières, and were taken to the military jail; the jailer took away each man's walking-stick as he entered the door. We were put into a cell, the walls of which were at least 6 feet thick. This is the worst jail that ever I put foot into; they crammed the 150 of us into one cell. The only light we had was from a small hole about 1 foot long and 6 inches wide, and this secured with three iron bars. Those of our party who were near the hole, it being very cold, stopped it up with straw, so that the candles would not remain lighted, and I really thought that we should all be suffocated. There was no room to lie down, the walls were running with water, and the place had a fearful smell; in this deplorable situation we spent the night.

January 10, 1814.—We were let into the prison-yard, and were there paid by the jailer tenpence each man, our pay for three days past and two to come (our allowance on the march being twopence-halfpenny and a pound and a half of bread each man per day), after which we were each served with three pounds of bread, our allowance for two days.

This day's march proved very disagreeable, the roads being covered with snow; when we left Mézières our guards were placed on each side of the road, and the prisoners marched two deep between them. Two gentlemen came up riding in a gig, and insisted on forcing their way through our ranks, when the Commanding Officer took his sword from its sheath and threatened to cut down the horses, upon which the men seemed greatly alarmed, and went off in another direction.

On our arrival at Launoir part of our detachment were put into the jail and some into a stable: I obtained permission to get lodging for myself, and eagerly embraced the opportunity, it being very cold paying fivepence for my bed; but I suppose they would not charge an inhabitant more than three-halfpence for the same, and they charged me five-pence for some milk. If the French can take advantage of a traveller they will do it, you may depend, and in my opinion they really do think that all Englishmen, in whatever situation, are possessed of money.

January 11, 1814.—Assembled and marched with the same guards, the roads being entirely covered with snow and ice, and the air very keen. At 4.30 p.m. arrived at Rethel, and were locked up in a yard or square entirely exposed; we found a quantity of straw, but it was so cold we could not sleep, but spent the night wishing for daylight.

January 12, 1814.—Served three pounds of bread per man, snow falling all the day; sometimes we were taken above the knees, which made our march very difficult, the guards being as tired as the prisoners. Some of our people were ready to drop under the

fatigue of the journey, yet I believe the whole of us came to anchor in our long-wished-for port, the City of Rheims, after marching this terrible day twenty-seven miles.

We were conducted to a jail that had formerly been the residence of the Bishop, near the fine cathedral. At this city the Kings of France were formerly crowned. In the jail we joined 400 other English prisoners of war, the last party from Briançon in the Alps, bound for a place named Meubeuge.

I LEAVE THE PARTY FROM GIVET.

January 13, 1814.—In the morning early the party for Meubeuge were ordered to get under weigh. Now I, believing my own party to be journeying too far towards the south, made up my mind to desert and to join the party bound for Meubeuge; so I made my intention known to an English sergeant of the 23rd Regiment of Cavalry, one Theodore Tinsell, of London, who carried the prisoners' passport, there being no guards with the Briançon party, and the sergeant informed me that there would be no danger or difficulty in my joining their ranks, as many men had been left behind in hospital through sickness on the march, and no questions would be asked; so I bid my old companions from Givet a final adieu, they still proceeding towards the south, and the Briançon party towards the north. We knew that the approach of the invading armies—Russians, Prussians, and Austrians—from the east and the British in the south would compel the French to keep their prisoners moving towards the west coast.

I received one franc from Colonel Hill, Lloyd's money.

The weather was very cold, and the roads bad, and after marching fifteen miles we came to a village, which was so small that the Mayor found it impossible to find us lodging. He advised some of us to proceed to another village, three miles farther, but being very fatigued, I hired lodgings at fivepence for the night, and thought myself very fortunate to get that privilege. A great number who could not pay went the farther three miles before they could find a resting-place. I found myself greatly refreshed by the next morning.

January 14, 1814.—This day we marched to the town of Laon, where we found 400 more British prisoners from Briançon bound for Meubeuge. They were lodged in an old church, and our party joined them; but, owing to my acquaintance with the English sergeant, I obtained a billet, as the French always billeted the sergeants.

January 15, 1814.—We received our allowance from the French. I went with the sergeant and viewed the church, a fine piece of architecture. I was shown by an old man a profile of our Saviour, which he said had been brought from Rome 600 years before.

January 16, 1814.—Marched twenty-four miles to the town of Vervins; roads covered with ice and snow. I was again billeted with the sergeant, but the rest of the party were lodged in the church.

January 17, 1814.—Journeyed eighteen miles to the town of Avennes, hired lodgings at fivepence for the night.

I MEET MY COUSIN, THOMAS WILLIAMS.

January 18, 1814.—We commenced our last march for our appointed depot. It blew very hard, with rain, all day, and when we arrived at the gates of the town

of Meubeuge we were detained for one hour and a half; I believe the authorities did not know what to do with us. At length we obtained permission to enter, and were conducted to the general prison, where we found that all the prisoners, except a small number, were confined in two subterranean passages under the ramparts of the fortification, but for what reason they could not tell, nor could the inhabitants inform them, but, in my opinion, it was because of the approach of the enemy. I was taken to a large door, when I inquired if my cousin, Thomas Williams, was among the number, and was informed that he was ; but some time elapsed before he could get out from the inner part of this horrible dungeon or subterranean cave, where 1,300 Englishmen were confined. I expected this place would have been our abode for the night, but in the evening all the prisoners were released, and we were confined in the barracks, which some weeks before had been occupied by the Spanish prisoners of war. I will leave you to conjecture the sad state these poor Spaniards were in, having travelled 800 miles from their own country. Most of them were soldiers taken in different engagements, and their condition would call for sympathy from their greatest enemies.

We remained in this place seven days, every day attended with frost and snow. On the evening of January 24, 1814, we received orders to prepare for marching, and we heard this news with joy and exultation.

January 25, 1814.—Receiving one franc per man from the French, we commenced our long journey for the City of Tours, a distance of 350 miles, numbering in all 1,792 British prisoners of war, the largest party gathered together, I believe, since the outbreak of hostilities.

Many of us were in a most deplorable condition, without shirts for our backs or shoes for our feet, the weather bitterly cold, and the roads covered with ice and snow. Notwithstanding this, there was a feeling of joy and gladness in all the community at being released from this town where we had suffered so many hardships. We were not made acquainted with the reason for this sudden departure, but I believe it was occasioned by serious news of the near approach of the invading armies.

At noon we arrived at the town of Avennes, this being my third visit to this town. Some of the party purchased bread, which was being sold in small portions in the market-place, and others purloined the bread ; but although this was witnessed by the guards, they did not interfere. We expected to halt here for the night, but, to our great discomfiture, we were again ordered to march, and at 6 p.m. arrived at Landrecy, twenty-four miles from Meubeuge, my second visit to this place. We were halted at the gates, and when 600 had come up, amongst whom were myself and six companions who kept together, this detachment of 600 was conducted through the town, with strict orders not to stop, but to march three or four miles farther to a village. It was now quite dark and snowing. Our new guards tried to encourage us by urging our march, sometimes saying, "Courage, mon ami." One of our party, being very much fatigued, entered a house and threw himself on the floor, the inmates being absent, and it was some time before we could persuade him to leave and struggle on an hour or two longer. We came to another house, and eight of us stole off from the guards and implored the farmer to give us shelter for the night in one of his out-houses,

which he did, and we paid him one halfpenny each man.

January 26, 1814.—We started at an early hour, and after marching six miles, arrived at Cateau, where we were detained by the guards until the whole of the party came up; this town has a gate on the north, but no ramparts. In the year 1793, when the English forces were besieging the City of Cambray, the Duke of York had his headquarters at this place; the house where he resided was pointed out to us as we passed by. After a journey of twenty-four miles, we reached Cambray, where we were joined by 800 more British prisoners of war, also on their march towards the City of Tours. This party was from the depot at Valenciennes, and we now numbered nearly 2,600 men.

January 27, 1814.—We were all mustered in the Grand Square, and were ordered (the Valenciennes party excepted, as they were to remain here for the day) to the bread contractor's house to receive our allowance, but there was little or no bread baked or ready for us, although owing to the number of their own troops passing and repassing, the bakeries were kept constantly employed. We were kept waiting for six hours, the bread being served to us hot from the ovens. At 3 p.m. they refused to serve any more, saying the quantity had been delivered; but nearly 400 of our party could not obtain a mouthful, and in this situation the guards ordered us to proceed on our march.

Myself and seven companions secured a three-pound loaf between us, and when the party began to march we deserted and went and joined the Valenciennes party, and lodged with them in the soldiers' barracks on plenty of good straw.

January 28, 1814.—The Valenciennes party were mustered, and, there being no guards, our little party of deserters and some others, about thirty in all, mustered with them, although not registered in their number.

After a tedious journey of twenty-seven miles, we arrived at St. Quentin. It was on this march that we fell in with my cousin, William Sincock, who, with his father, had been sent to Verdun in 1804, where Captain Sincock died on March 2, 1813. My cousin joined our party, and gave me a good meal of bread and cheese. On the roads between Cambray and St. Quentin is an extensive canal, and I was informed that the Spanish prisoners of war were employed in the excavation, and on one occasion the land gave way and buried some hundreds of them and a number of French. I did hear that 1,500 Spaniards lost their lives in this affair. The part of the canal that I saw was ten or twelve fathoms below the surface. Although manual labour was much required throughout the country, they would never employ the British prisoners of war, for the obvious reason that if they were let out of the prisons to labour they would, at the first opportunity, bid their employers adieu, so it became a frequent saying with us that the British prisoners were “better guarded than regarded.”

This night we were lodged in the church with some Spanish prisoners.

January 29, 1814.—Although the Valenciennes party had promised to get our names inserted on their passport and take us with them, we found, on being liberated by the turnkey, that they had already quitted the town—so unreliable is the word of man—and through their neglect we were liable, having no pass-

ports, to be taken up as deserters. So we lost no time in calling upon the Mayor, who granted us a passport for thirty—our estimated number—to proceed to the City of Tours, and also an order on the contractor to supply us each with six pounds of bread for four days. By this unexpected boon we considered ourselves better provided for than had we joined the larger party. When we came to the baker's we could not muster more than twenty, but he was obliged to serve out for thirty, as ordered by the Mayor, and we sold the overplus, dividing the few pence equally amongst us. We had no guards, but the passport contained the names of the various towns we were to stop at, and we travelled fifteen miles to a town called Ham, where our little party was taken possession of by a gendarme, who conducted us to a stable, where we had a good supply of straw, and liberty to walk in the town.

January 30, 1814.—Marched sixteen miles to Noyon, and were billeted by the Mayor two or four in a house according to the circumstances of the people. I, with three others, was lodged at the house of a widow, a very friendly and mother-like woman, who on our arrival served us with soup and as much bread as we could eat. At night we made our beds on the floor, which occasioned some uneasiness to the good old mother because she could not lodge us better.

January 31, 1814.—We rested at our billets. In the morning the widow's son came and told his mother she was doing wrong to treat us so liberally, and tried to dissuade her; but she would not listen to him, and treated us as before. This town, although small, has a very handsome church.

February 1, 1814.—We were served with breakfast

as usual by the dear old lady, and, having nothing with which to repay her for all her kindness to us, we gave her our blessing and sincere thanks, and bade her a final adieu. After a march of eighteen miles, we arrived at the town of Compiègne, the weather being still very cold and the roads covered with ice. We called upon the Mayor, as customary, and he ordered us to continue six miles farther to a village named St. John aux Bois. On leaving the town, we foolishly inquired of a peasant the way to St. John, and he replied that we were on the right road. When we were within a mile of the village, we presented our order from the Mayor of Compiègne to another man whom we met, and after carefully examining the document, he told us, to our great disappointment, that we were quite wrong: that this village was called St. John, whereas our village was St. John aux Bois, and we were six miles out of our road. We had already travelled twenty-four miles that day, so inquired at all the houses in the village if they would let us sleep in their stables, but they refused, pointing out a path through a wood, by following which we might reach our village. We consulted as to whether or not there might be danger in travelling through the wood at night from the prowling, hungry wolves, but as the moon was bright and clear, we decided to take the road, and were conducted to the edge of the wood by a Frenchman who directed us on our way.

Our party numbered about twenty in all, including a poor woman and her two infant children who had joined us. These were conveyed in a small cart, together with some of our sick. The men who drove the cart knew nothing about the road, and I am certain that but for the snow on the ground and the light of the

moon we must have taken our lodgings upon the ground in this wood, most likely at the cost of our lives. After some time we came to a directing-post, but could not find the name of our village. About two miles farther we came to another post, and by one man getting upon the shoulders of another we found there was no such name as the one we sought ; but still obeying the peasant's direction, we kept a straight course and when we arrived at the third post we found the name of our village marked thereon. We continued shouting and making a noise most of the time, so that the cart, which was far in the rear with the woman and her children and our sick, might follow the sound. This poor woman belonged to Ireland, and her husband, when a prisoner of war at Valenciennes, entered the Irish Brigade of the French army, and left the poor creature with her two children destitute, to shift for themselves in a foreign country. I suppose the French Government must have allowed something for their support. About 9.30 we arrived at the village, after travelling thirty miles this day, the latter part through a wood of 32,000 acres. The Mayor came and took us two and two to the peasants' houses, giving verbal orders that we were to be lodged and cared for. The villagers were astonished that we should journey through the wood by night, saying they would not undertake it themselves under any circumstances.

February 2, 1814.—We proceeded nine miles to a place named Crépy, and were then ordered nine miles farther to Monteul, where the Mayor provided us with billets. My cousin and I were well received, being presented with bread and cheese, soup, a jug of champagne wine, and a good bed. The inhabitants at this time seemed to have a very generous turn towards us,

the women being most anxious to know what sort of men the Cossacks were; the very name appeared to occasion them great terror. Now, we knew just as much about the Cossacks as they did, but we replied according to their behaviour. If they treated us well, we said the Cossacks were mild and affable in their manners; but if we were treated unkindly, we said the Cossacks were savage and austere, and if they were not supplied according to their expectations, they would immediately set fire to the houses, upon which the women said they should decamp with their children to some secluded place of concealment. I have oft-times considered that the liberality extended towards us was more in fear than in love.

February 3, 1814.—In the morning our hostess again supplied us with soup, bread, pork, and a jug of wine—a very desirable breakfast—and we began our journey with a good heart for the town of Meaux, a distance of fifteen miles. As soon as we arrived we waited on the Mayor, for every town, hamlet, and village in the Empire is furnished with a Mayor. We were ordered into the ruins of an old nunnery for the night, a place without doors or windows, and here I found my old companions, the party with whom I had left the prison of Givet. They were in a terrible plight, sick, dying and dead—over one hundred in all. I saw many of my old acquaintances and fellow sufferers groaning upon their straw beds, in raging fevers; one lay dead, and permission to bury him had been refused; so I will leave you to judge of the dreadful sufferings of these poor people. The Mayor ordered us to take up our lodgings with them in this terrible place for the night, but we beat a retreat, and quitted the town without an order, giving ourselves over entirely to chance. At

the first village the Mayor would not listen to us, but ordered us to quit the place immediately ; at the second village the Mayor took compassion on us, and gave us an order on his brother Mayor, so he called him, at the next village ; and after walking nine miles from the town of Meaux, we arrived at Coutevroult, our day's journey being twenty-four miles. The Mayor gave us billets, two in a house. Our hostess treated us with great kindness, giving us supper and a good bed.

February 4, 1814.—Made sail for a town named Chaum, and then were ordered farther to a village, name unknown, our day's journey being nineteen miles.

February 5, 1814.—Marched twelve miles to Melun, and were then sent back four miles to the village of Montreul, which is only about twenty miles from Paris.

February 6, 1814.—I went to Melun and received from Captain Sir Thomas Levi the sum of 1s. 3d., Lloyds' money for each man. I consider Sir Thomas Levi, who when captured was commanding H.M. frigate *Blanch*, the most honourable gentleman we met on our march. The inhabitants of Melun seemed in great concern at the advance of the enemy upon their town. At the southern end of the place runs a large river, a branch of the Seine, crossed by a stone bridge, the centre arch of which had been entirely destroyed in order to retard the advance of the enemy. The French were busily engaged in placing the City of Paris in a state of defence. The farmer with whom we lodged was compelled to go into Melun to mount guard, a task he was very reluctant to perform, but he could not refuse.

At this time the French Government ceased to give us any relief, so we were left utterly to the mercy of

the people on whom we received billets, and I must confess that our hostess at this village near Melun was very kind to us during our stay.

We were next ordered to proceed to Fontainebleau, but owing to the advance of the enemy, this was countermanded, and we proceeded to the north of that place.

February 7, 1814.—Marched fifteen miles to Melly, and were sent by the Mayor to another village. This was the most difficult and troublesome day we had experienced since leaving Givet, owing to the thaw which had now set in, with heavy rain, making the roads most difficult. We put up for the night at a village called Tusson.

February 8, 1814.—Marched fifteen miles to Pethivers, up to our knees in water and mud most of the way.

February 9, 1814.—Marched to Neuville, and next day,

February 10, 1814, at noon arrived at the City of Orleans. We were lodged in a stable, and served with some bread and cheese. Having liberty to walk in the city, we went to the Grand Square, and saw the statue of the heroic Maid of Orleans; also visited the cathedral, which has never been finished, nor, they say, will it ever be, as the order of architecture has been lost.

February 11, 1814.—We here rejoined the party from Valenciennes, and at 3 p.m. were all mustered under a guard of soldiers, who had orders to escort us out of the city. Our party, then numbering about 800, journeyed to a town eighteen miles distant, where we lodged in different stables. I, with five others, gave twopence each to sleep in a stable with plenty of straw, and we had a mule to keep us company.

February 12, 1814.—Starting early, we marched

twenty-four miles to the town of Blois, a very nice place situate on the right bank of the River Loire. Here, to our surprise, we found 1,500 British officers, prisoners of war, chiefly of the Navy and Army, but some merchantmen amongst them. Our party was conducted by the gendarmes to various stables, and lodged for the night with a strong guard to prevent us from going into the town.

February 13, 1814.—We were served each man with three pounds of bread and 1s. 3d., Lloyds' money, and marched this day thirty miles to a town called Ambroise. Our party crossed the river by a bridge from the north to the south side; but my cousin, Thomas Williams, and I, hearing the lodgings in the town were in a horrid condition, remained on the north side, and obtained lodgings by paying each fivepence for the night.

We purchased a small piece of fresh pork, and asked the woman of the house to cook it for us, which she did, and then went to the cupboard to place the pork on a dish, when we saw her purloin a part and hide it behind the cupboard door; but we feared to complain lest she should inform the gendarmes, who would conduct us to the town on the south side of the river.

February 14, 1814.—We crossed the river and joined our party, and then proceeded on our march eighteen miles to the City of Tours, crossing the Loire to the north side, and took up our lodgings in a stable cut in the side of the cliff. The stone is a soft white freestone, and many of the houses are cut out of the solid stone, rising three or four stories high to the top of the cliff. These houses are exceedingly warm and dry.

February 15, 1814.—We were taken to the south side and put into a stable. On applying to the Com-

missary for some more straw, he refused, saying that stones were good enough for Englishmen to lie on, an expression he probably would not use had we been on neutral ground; but we had to put up with it. Next day some hundreds of Spanish prisoners joined us, and they said the Commissary had told them to take away our straw; but the Spaniards knew better than to attempt the like.

We had liberty to walk in the town, and in the market-place provisions of all kinds were selling cheap.

February 16, 1814.—We received orders to prepare to march to a town called Riom, 260 miles from Tours, in the interior of the country. Our men were getting sick daily, and this evening a cart came and took ten or twelve of them to the hospital.

February 17, 1814.—Served each man with 1s. 3d. in money and three pounds of bread by the Captain of an East Indiaman, agent for Lloyds, and then our party, numbering about 800, commenced our march over ice-bound roads. I had not travelled far before I was taken with a cold shivering and violent headache. I tried to get a glass of brandy, but could not. I drank about a pint of wine at threepence-halfpenny per quart, and after a journey of fifteen miles, arrived at a place called Cormery, where we were put into the town jail, but had liberty to walk in the town and to get other lodgings if we thought proper. As I found myself getting worse, I, with five others, hired lodgings at threepence each man, and after I had laid down on some straw, one of my comrades brought me a pint of warm milk, which threw me into a sweat.

February 18, 1814.—Finding myself getting worse and the fever increasing, I was compelled, for the first time, to put my little bag of clothes into the cart, not

being able to carry it any longer; and finding that I could not keep up with the party, I urged my cousin, Thomas Williams, to continue his march, and on arriving at the town to endeavour to procure a billet for us two. In this condition I travelled fifteen miles to the town of Loches. My cousin had found a billet for us both. I had eaten nothing all day, and could only take a glass of brandy, and on reaching my lodgings I went to bed immediately, still getting worse.

February 19, 1814.—In the morning I was no better, scarcely able to walk, so I got permission, with three others in the same condition, to ride in the cart. There was a continual fall of snow during the whole day, and after going twelve miles, we arrived at Châtillon, and were well lodged. During the night I had violent pains in my head, and was occasionally deranged.

February 20, 1814.—Finding I could not muster courage enough to proceed, the man of the house, with my cousin, went to the Mayor and obtained permission for me and two others to go into the hospital. You may depend upon it that my cousin and I were greatly distressed at having to part; but I was getting worse, and the prison fever was increasing. During my stay here until March 11 I had no communication with my fellow sufferers, they being confined to their beds. I must give the good, motherly old nun and her young attendant every praise for the kind and generous treatment which I received at their hands during the whole time I was an inmate of this hospital.

March 11, 1814.—I informed the doctor that I had a desire to leave, but he, being a very liberal and kind-hearted gentleman, entreated me not to leave, saying I might have liberty to walk about the town; but having

persuaded a man named John Bell, a native of Hull, to join me in the undertaking, the doctor at length complied with our request, and obtained a passport for us to proceed to Riom, 218 miles from Châtillon, where we then were. We left the hospital at 9 a.m., and proceeded twelve miles to a small town, and after waiting on the Mayor, were lodged with a rather niggardly old fellow, a maker of wooden shoes, who gave us a few potatoes to eat, and nothing else. There was an insane woman in the room, a sister to the occupier, and she kept constantly repeating the name of her lover, who had been taken for a soldier.

March 12, 1814.—Continued our journey, the roads covered with snow, which fell during the whole of the day; our feet were sore and out of order; but in spite of our tedious voyage, we were rapidly recovering from our recent illness. We arrived at Châteauroux, where we received 3s. 2d., our marching money (a halfpenny per mile, and the French soldiers coming from hospital get no more), to take us to the next commissary town three days further on.

March 14, 1814.—We were very much refreshed, stronger in body, and our feet getting better, and were much elated at being able to proceed to Riom, where our comrades were confined. We journeyed this day twenty miles to the town of Argenton, and received a billet from the Mayor, but could obtain no admittance to the house, so returned to the Mayor, who gave us another billet at the house of a blacksmith. He began to curse and swear, and went himself to the Mayor, and got it changed, this time at the house of an old woman, who treated us kindly.

March 15, 1814.—Proceeded twenty-one miles for the town of Argurane. This was our most difficult march

for the winter ; the roads were covered with the snow, freezing hard, with a fog so thick that we could scarcely see the path over the commons, and repeatedly lost our way ; the mist froze as it fell, and we were as white as millers with the icicles hanging to our side-locks. On reaching the town we went to an inn to get a glass of brandy, when the hostess kindly invited us to sit by the fire. She seemed much alarmed at seeing the frost in our hair, and we really looked more like wild men from the neighbouring forest than prisoners of war. I had to hold my head close to the fire to melt the ice from my hair. We afterwards went in search of the Mayor's residence, and were told that we should find him at the inn we had just quitted ; so we went back, and the hostess brought the Mayor from the billiard-table, and he gave us a good billet for the night.

March 16, 1814.—This day's march to Gueret was made with great difficulty, owing to the severe weather. The Commissary gave us an order on the Military Paymaster for 4s. 10½d., our mileage money, to take us to Riom. At this place we again met the British officers' prisoners of war, to the number of 1,500. After we obtained lodgings, we waited on one Captain Ellis, a clerk for the Committee of Lloyds, who, after a very strict examination, gave us 1s. 3d. each. He wanted to make it appear that we had been to Gueret before, and had already received our money, and I do believe that had it not been for my townsman, Captain Henry Stevens, of St. Ives, also a prisoner of war captured with his ship and crew, who went to Ellis to testify on our behalf, that we should not have had the money at all.

March 17, 1814.—We might have halted for the day,

but as it was a fine day and the woman of the house seemed in no way attached to our company, we travelled eighteen miles to a village, received billets, but very ordinary lodgings.

March 18, 1814.—This day we journeyed twelve miles to Aubusson, and after receiving our billet, could gain no admission into the house appointed, so we were obliged to call on His Worship again, and received an order this time on the house of a baker, where we left our few things and went into the town to purchase some provisions. When we returned we found the door locked, and no entry could be obtained. We had, therefore, to remain in the street, and after a time a young man took us again to the Mayor, who sent an order to the baker for the return of our billet and our clothes, saying he should be suitably dealt with at some future time for disregarding his orders. Our young friend then took us to his house, where his wife, a young woman having a very genteel appearance, soon divested herself of the silks in which she was dressed, and taking possession of our small piece of beef, cooked it for us with her own hands, and at night gave us an excellent bed, the best I have rested upon during my captivity.

March 19, 1814.—At 6 a.m. we took leave of our kind friends, who cheered us by saying the war would soon be over, and we should be sent to our own country. From what they told us we gathered that France would ere long be finally subdued and conquered by the invading armies, who were now advanced to within a short distance of Paris. We rested this night at a small village; the people seemed very poor, their chief food being rye bread, hard and sour. We found the Mayor busily employed thatching the roof

of a house ; he descended the ladder and gave us our billets.

March 20, 1814.—Continued our journey ; country very barren and mountainous, and the people poor. Rested at a small town.

March 21, 1814.—On leaving our resting-place, we were informed by the people that after travelling for about two miles we should come to a path on our left, which would lead us over the mountains to Riom ; but, unfortunately, we passed this short cut before we became aware of our mistake, and when we inquired of a peasant girl we had advanced too far by half a league. We knew that by going to the City of Clermont we should make a circuitous route of about nineteen miles, but we continued on the main road, and arrived at the city, which has a noble appearance. Standing over the city is a high mountain, in the shape of a sugar-loaf, covered with snow, called Puy de Dome. We did not go into the city, but continued our journey through the suburbs, and on the road met a gentleman on horseback named Ellis, who accosted us, saying, "I perceive you are Englishmen." We said, "Yes," and that we were bound for Riom. He told us there was no room for us, the depot being quite full ; but as we had orders to go there, perhaps we had better proceed, and ascertain the result for ourselves. We thanked him for his advice and continued towards our destination, and on our arrival reported to the Commandant, who confirmed what Mr. Ellis had said.

Here I found my cousin, Thomas Williams, and Henry Blight, of Ludgvan, who appeared before the Commandant, and entreated him to allow us to remain at Riom, saying they would make room for us in their

apartment. This request was at length granted, or we should have been compelled to proceed to Limoges, a newly formed depot, 130 miles from Riom.

This town and the City of Clermont, which is the capital of the Department of the Puy de Dome, in the province of Auvergne, are very beautifully situated in a fruitful plain of twenty miles, I should say, in circumference, enclosed by a chain of mountains in circular form ; the plain and the sides of the hills are covered with corn of all descriptions and fruitful vineyards with fruit-trees of all kinds.

Bread is $1\frac{1}{4}$ d. per pound; beef, 2d. to $2\frac{1}{2}$ d.; frogs, $1\frac{1}{2}$ d. per hundred; and apples, ten for a $\frac{1}{2}$ d.

The building that we now occupied, and in which were confined 1,000 British prisoners, was formerly a monastery, and some little distance away, at the village of St. Mary, was an old nunnery, in which 400 more British prisoners were confined. The inhabitants were compelled to find the prisoners straw for a bed, and a blanket or horse-cloth for a cover, and we had to attend our muster three times a day, but with liberty to walk in the town until evening. We found the people civil and generous towards us, and they seemed to commiserate our condition, the more especially when they became aware of the long time we had been in captivity. Our rations were superior to anything we had received at Givet.

Now, after I had been at Riom about three weeks—it was on Sunday, April 10, 1814, at half-past ten at night—we were aroused from our slumbers by a noise and bustle in the street, and on going to the windows were informed by some of our own people, who lodged in the town, that a courier had passed through bearing the news to Lord Wellington, who had

crossed the Pyrenees, and with the English army had entered France, that Napoleon had abdicated the throne of France. Immediately we burst open the prison-doors and entered the town, where we found the inhabitants assembled, with music and dancing and illumination, the greatest joy being manifested by all classes ; and as we mixed with the people we were often saluted and congratulated, now that peace was proclaimed, on our approaching return to our own country. About midnight the National Guards requested us to return to our abode, which at length we consented to do so.

Monday, April 11, 1814.—To our great disappointment, we once more received marching orders, and were told to hold ourselves in readiness to leave on the following morning for a place called St. Fleur, fifteen days' journey farther into the interior, and this removal was occasioned by the approach of the Austrian army, then only a short distance from us.

Tuesday, April 12, 1814.—We mustered according to orders, but the guards not arriving, eight of us determined to desert, and to endeavour to reach Clermont, having heard that the Austrian army had entered that place. We took a path over the mountains, and after a march of fifteen miles came near to the city, and took up our resting-place for a few hours in a pit on the top of the mountain, where we were joined by four other prisoners of war, making our number twelve ; we had only three pounds of bread amongst us, but had fared worse than this, so did not repine at our lot. Towards evening a French dragoon on his way to a neighbouring village passed near our hiding-place. We were aware that it was impossible for him to take the whole of us, so we began to parley with him, and found him

to be more of a friend than a foe. We asked him if it was true that the Austrians had entered Clermont, and he said, "No"; but pointing to a village situated on the right bank of the River Loire, said: "The Austrian army is near that village," that an armistice had been agreed to, so that hostilities had ceased for the time. We then asked him if it was possible for us to swim the river, but he advised us by no means to make the attempt, as the river was broad and rapid, and if we failed and were discovered by the French pickets, who occupied the left bank of the river, we should in all probability be shot as spies. He said: "I would advise you either to make for Lord Wellington's army, which is rapidly advancing from Toulouse, or you might remain where you are, for I am assured that in less than a month you will be sent to your own country."

He further told us that he was a German serving in the German Legion in the service of France, and as the French intended marching south to check the advance of the British under Lord Wellington, it was his fixed intention on the first opportunity to quit the service of France and to join the English.

About 8 p.m. we began to move forward in search of some hamlet or village, and we saw clearly in the distance the lights of the Austrian camp; but we decided not to make the attempt to join them, which we might do at the cost of our lives.

We travelled until we came to within two miles of the town of Pougibeau, sixteen miles from the mountain, making our day's journey thirty-one miles, and being very tired, we went to a farmer's house and entreated him to let us rest in his stable or hayloft, but without success; so we went to a second house, the

door of which was locked, and the woman demanded who was there. We told her and begged her to let us shelter under her roof. She granted our request, provided we would pay one halfpenny each, which we did, and slept in the hayloft on bare boards.

Wednesday, April 13, 1814.—We got under weigh with empty stomachs, eleven in number, for during the night one man had absconded, why, or when, or where, we could not make out.

We called on the Mayor of Pougibeau and made application for a passport to proceed to Guéret, and after a deal of trouble he granted our request. We informed him that we were compelled to leave Riom by the approach of the Austrian army, and as Pougibeau was already filled by 1,800 Russian prisoners, the Mayor was glad to believe our fabricated story, and ordered us to make the best of our way to Guéret. We asked for some bread, but to no purpose. When coming out of the town we passed the 1,800 Russian prisoners who had been sent away from Clermont the day before.

We travelled eighteen miles to the village of St. Avet, my cousin and I receiving billets at a farmer's house, and were lodged pretty well.

Thursday, April 14, 1814.—We were ordered by the Mayor of St. Avet to proceed to Aubusson, which town we gained early in the day, and there we made a true and grievous complaint to the Mayor, that we had been four days from Riom, and had not received one pound of bread or any pay from the Government. Our lamentations had such an effect upon him that he gave each man an order for three pounds of bread to serve us to Guéret. This we considered a great boon. The

Mayor also gave us billets, and I and my cousin were well lodged.

Friday, April, 15, 1814.—Marched eighteen miles, and got lodgings in a village for the night.

Saturday, April, 16, 1814.—We met at this village an English gentleman (whether a prisoner of war or not we could not ascertain), who took us to his habitation and gave us a piece of boiled beef, and when we came to a stream we sat in the grass and made a hearty breakfast, this being the first beef we had tasted since leaving Riom. On arriving at Guéret we found a detachment of 1,500 British officers, prisoners of war, on their way to Bordeaux to be exchanged. We received a billet from the Mayor for the eleven of us to proceed about a mile into the country to a farmer's house, where we were well lodged in the barn, and remained four days. A party of 800 prisoners arriving at Guéret on their way to Bordeaux to be exchanged, we were joined by the Commissary to that party, and received from the Rev. Mr. Gordon 6s. 8d. each man, subscription money from England, and our bread from the French. The money was calculated at sixpence per day, to last us about thirteen days on our march to Bordeaux, the distance being 300 miles. So onward we went with hearts elated, nothing of importance happening, and on April 22 we arrived at the City of Limoges, a very fine place. My cousin and I got billets at a baker's, and were very well lodged. The hostess gave us a glass of wine and as much bread as we could eat. On entering the city we saw the white Bourbon flag flying from all the churches. By this emblem we were made aware without doubt that the long war was over at last.

Saturday, April, 23, 1814.—We assembled in the

Grand Square to receive our bread, but could obtain no pay, and were told that no one in the city would advance any money even to assist their own wounded soldiers then on the march to their homes.

When we found this state of things, eight of us agreed to quit the large party and to make the best of our way by forced marches, walking two stages in one day in an endeavour to reach Bordeaux. So, without waiting for our bread, we started for the town of Chalus, where we arrived at midday, and purchasing some bread and wine at fourpence per bottle, made a hearty meal. By leaving the large party we had forfeited our allowance of rations, but we calculated that the 6s. 8d. each man received from Mr. Gordon would, with economy and frugality, serve us to our destination. Full of this determination we again set forward, and at night, greatly fatigued, we arrived at a place called Tivers, having journeyed this day forty-five miles.

Sunday, April 24, 1814.—In the morning our little troop assembled, each countenance beaming with joy at the thought of our emancipation being so near at hand. We walked twenty-four miles to Perigueux, but made no stay in the city beyond getting our dinner; we paid 2s. 1d. for a cooked leg of pork and four bottles of wine, and made an excellent meal. Continuing our journey, we arrived at 5 p.m. at St. John d'Eau, having marched this day thirty-nine miles; obtained billets, and my cousin and I had some bread and soup given to us at our lodgings.

Monday, April 25, 1814.—Resumed our journey in good health, and at each mile we remarked that we were one mile nearer our much-longed-for destination. We put up this night at a village called A le

Rue, having completed thirty miles. In the last three days we had travelled 114 miles with very bad shoes, so you may judge whether we had allowed the grass to grow under our feet.

Tuesday, April 26, 1814.—Marched to a town named Libourne, where we were taken by the French Guard and conducted to the Commissary, who ordered us into the barracks and served our day's rations. Here we were detained for the night, to our great disappointment, as we had intended reaching Bordeaux this day. The Commissary informed us that on the morrow he would give us a passport, but if we attempted to go without one we should be taken by the French pickets and brought back to the town again.

Wednesday, April 27, 1814.—In the morning early we assembled according to orders, and the Commissary gave us the passport, for which we thanked him, and proceeded on our journey. About every three miles we were stopped and examined by the French pickets, but always allowed to proceed. At length we reached the River Dordogne, and crossed by a ferry; we had not gone more than two miles when, to our great joy and satisfaction, we met with and were saluted by two British Lancer officers, who were making their way to Libourne on some important business. They heartily congratulated us upon being freed from the bonds of captivity. After going a little distance farther, we met about thirty foot soldiers of the British army, the sight of whom elated our hearts, the more especially when we left them in our rear. We were free at last.

After a journey of twenty-four miles, we arrived at the right bank of the beautiful River Garonne, opposite the City of Bordeaux. Crossing the river, we entered

the city, which we found to be in the possession of the British, a large number of naval and military officers and soldiers perambulating the streets. This occasioned us great surprise, as we had never heard that the British army from the Peninsula had taken full possession of the city. So at length we were arrived at our long-wished-for destination, having left the depot at Givet on January 7, 1814, and arrived at Bordeaux on April 27, 1814, making 110 days in all, of which we were detained 56 days, thus being 54 days on the march. Our total journeyings through France, from the time of our landing at Dieppe in March, 1804, to our arrival at Bordeaux in April, 1814, being 1,276 miles; but this does not include the journeyings of my cousin Thomas Williams in his attempts to escape, or his march to and from Briançon in the Alps. We called on the Mayor of Bordeaux, who gave us billets, two in a house. After finding our lodgings, and each man still having 1s. 6d. left in money, we went to an inn and ordered a supper of cold turkey and half a bottle of wine each man, passing the evening with hearts elated, our days of captivity, hardship, and adversity being over, and, although still in the enemy's country, we felt the joy of being protected by British troops.

We at length separated to go to our lodgings, and the two old ladies at whose house my cousin Thomas Williams and myself were staying served us with bread, cheese, salad and wine; but we had already partaken of supper to our satisfaction. However, to oblige the old ladies, we made shift to partake of their bounty, and were afterwards provided with a good bed and obtained an excellent night's rest.

Thursday, April 28, 1814.—We waited on the British

Commissary and received orders for our rations for the day, and soon afterwards embarked, about forty seamen in all, on board a small sailing barge, and quitted the beautiful City of Bordeaux, which, in my opinion, far exceeds any town or city we had seen during our march through France. At night we came to an anchor eighteen miles down the river, and slept on the deck.

Friday, April 29, 1814.—Got under weigh early, and soon came amongst the British transports lying at anchor off Paulliac, and were ordered by the agent on board the *Dartmouth*.

Saturday, April 30, 1814.—The Captain of the transport put us on short allowance, termed soldiers' allowance—viz., six men on food for four; but we complained to the Captain of *Le Belle Poule* frigate, who acquainted Admiral Penrose, and we were at once put on full allowance, the same as the King's seamen.

Sunday, May 1, 1814.—We were drafted on board the *Lord Wellington* transport, about 350 released prisoners in all.

Monday, May 2, 1814.—Got under weigh and proceeded down the river, and soon after came to an anchor at the river's mouth.

Tuesday, May 3, 1814.—Drafted on board the *Suffolk* transport, the same vessel that stranded on Hayle Bar in St. Ives' Bay in the year 1802, when on her voyage from Bengal bound for London, laden with silk and rice. She was bought by the Messrs. Fox of Falmouth, taken round to that port and repaired, and afterwards entered the transport service.

Wednesday, May 4, 1814.—Weighed anchor and put to sea, seven sail of transports, with 1,500 released British prisoners of war, under convoy of the *Martial*

gun-brig, the reason for our being placed under convoy was on account of the war between the United States of America and Great Britain, and it was known that privateers of that nation were cruising in the Bay of Biscay and off the English coasts. We proceeded on our voyage with a fair wind, and at 2.30 p.m. on Monday, May 9, 1814, we sighted the land, making out St. Michael's Mount in Mount's Bay. Wind, S.E. E.; a fresh breeze. We just fetched Mousehole Island, and hailed one of the mackerel boats to come alongside and take on shore some military and naval officers. By the rolling of the vessel the boat was caught under the main channels, and received damage to her upper streaks and sprung her mizzen-mast, seeing which the officers became alarmed, and refused to go into the boat; but I and three others, being eager to get on shore, dropped into the boat, and, pushing off from the ship, made sail immediately for Mousehole, where we landed on the quay but a few miles from my native town. The first man we met was Captain Thomas Bowden of the *Ceres*, then lying in Mousehole Harbour, and he took Henry Blight of Ludgvan and myself on board his ship, made three stiff glasses of rum, and offered the best the ship could produce, also any money I might require, but I did not accept any. When we landed we were immediately forced into a public-house, but did not stay long. From thence, with Henry Blight, I proceeded to Newlyn, and met with a very cordial reception from some of the principal inhabitants, who conducted us to a public-house and insisted on our having refreshments; one old gentleman wanted us to stay the night with him, and forced us to take a shilling each.

The people at first could not tell what to make of us, Henry Blight having on a red jacket with a white collar, and a small bag on his back; I had on white cloth trousers, a red shirt, and a soldier's knapsack on my back, each wore a white-painted straw hat, and must have made a strange appearance.

The inhabitants began to inquire about absent friends who had been confined with us. Some of these we had left on board the transport, so we were able to bring consolation to many inquirers. We again proceeded on our journey for Penzance, where we were compelled to go to the hotel to give an account of our exit from France, and more particularly some information about several of their fellow townsmen who were imprisoned with us at Givet. We were offered the best the house could provide, but after partaking of a glass of grog, we thanked them, and once more proceeded on our journey for Ludgvan, my partner and companion, Henry Blight, being a native of that place. We arrived at his house about nine o'clock, and after supper retired to rest.

In the morning early I aroused my old associate to get up and conduct me to the right road. He was very reluctant for me to leave him, but at length complied with my request, and accompanied me for a short distance towards Nancledra, and then we bade each other farewell. I continued my lonely road towards St. Ives, where I arrived in due course, having been absent from my native town for ten years, four months, and five days.

Only six hours before my arrival my aunt Mrs. Sincock, the wife of my old Commander, Josias Sincock, of the brig *Friendship*, had paid the debt of Nature, her husband having died at Verdun on March 2, 1813.

Mr. Short preserved a complete list of the prisoners, over 300 men, who died at Givet from 1804 to 1814, and the following are the names of the fifteen Cornish sailors who died there :

| <i>Name.</i> | <i>Rank.</i> | <i>Ship.</i> | <i>Residence.</i> | <i>Died.</i> |
|-------------------|--------------|---------------------------------------|-------------------|--------------|
| Joseph Andrews | Seaman | H.M.S. <i>Hussar</i> | Penryn | 1804 |
| Robert Oshorn | Seaman | Privateer <i>Recovery</i> of St. Ives | Perran | 1804 |
| Thomas Davis | Boy | Privateer <i>Recovery</i> of St. Ives | St. Just | 1804 |
| Robert Hearn | Seaman | Privateer <i>Recovery</i> of St. Ives | Perran | 1804 |
| Joseph Phillips | Mate | Brig <i>Bassett</i> of Penzance | Penzance | 1804 |
| Edward Kendal | Seaman | Schooner <i>Mary</i> of Padstow | Padstow | 1804 |
| Richard Cornelius | Carpenter | Brig <i>Nelson</i> | Falmouth | 1805 |
| Thomas Sampson | Apprentice | Brig <i>Bassett</i> of Penzance | Penzance | 1808 |
| Ephraim Major | Seaman | Privateer <i>Recovery</i> of St. Ives | St. Ives | 1809 |
| Henry Pengelly | Seaman | H.M.S. <i>Hussar</i> | Cornwall | 1809 |
| Joseph Williams | Prize Master | Privateer <i>Recovery</i> of St. Ives | Portreath | 1810 |
| William Burgoyne | Seaman | Privateer <i>Recovery</i> of St. Ives | St. Ives | 1811 |
| Thomas Cogar | Seaman | Brig <i>Friendship</i> | St. Ives | 1811 |
| William Simons | Landsman | Privateer <i>Recovery</i> of St. Ives | Perran | 1812 |

Richard Dunn, of St. Ives, one of the crew of the privateer *Recovery*, condemned with others to four years' solitary confinement for an assault upon the Irish informer, Sergeant Dunnon, died in prison.

Captain Josias Sincock, master of the brig *Friendship*, died at Verdun on March 2, 1813.

THE ADVENTURES OF
THOMAS WILLIAMS

OF ST. IVES, CORNWALL

PRISONER OF WAR IN FRANCE FROM MARCH, 1804, TO
MAY, 1814

I WAS taken prisoner of war by the French on the 28th day of March, 1804, on board the brig *Friendship*, of London, Josias Sincock master, coming from London laden with copper and flour for Devonport dockyard. We weighed anchor in the Downs, and proceeded down Channel with a fair wind, under convoy of the *Spider* gun-brig. We had been detained rather too long in the Downs to take on board a new long-boat, and our ship not being a very fast sailer, we were much astern of the fleet when night came on.

About six o'clock in the evening I was on the fore-castle looking out, when we espied a lugger coming towards the shore upon a wind; she went into land ahead of us, close under the stern of an East Indiaman, who was then reefing topsails before night. We lost sight of the lugger for some time, but at length we espied her coming up close astern of us, when we hailed her, but got no reply. Presently she sheared up under our quarter and hove a grapnel on board, followed by a great number of her crew, who came well armed, and took possession of our ship, driving all the crew below



MR. THOMAS WILLIAMS.

in different parts, and keeping sentry over the hatchways. I was ordered again on deck to show them where the leading ropes were. Then they altered our course for the coast of France, the lugger keeping us company during the night.

In the morning early we were close into Dieppe Harbour, not having seen an English cruiser the whole time. When the tide suited we went into the harbour, and the same night were put on shore into a round tower, and there they kept us for three days. Before we landed they took away all our clothes, excepting what we had on, and they had the audacity to come to see us in the prison with some of our men's clothes on them, saying to us, "Our turn to-day, yours to-morrow."

We began our march towards Givet and Charlemont, in the province of Ardennes, on the first day of April, 1804. I believe we were a fortnight in getting to our journey's end, being lodged in filthy prisons at night, and marched with a guard by day, travelling nearly 300 miles on a pound of brown bread and twopence-half-penny per day—when we could get it.

When we arrived at Givet prison we found several other ships' companies there before us—viz., the crew of H.M.S. *Le Minerve*, which vessel was lost at Cherbourg; some of the crew of the *Harwich Packet*, who were detained in the country at the breaking out of the war; the crew of H.M.S. *Hussar*, who were wrecked on the Saints Rock, near Brest, with several others belonging to merchantmen, and also the crew of the privateer *Recovery*, of St. Ives, Henry Johns master.

The prison in which we were confined was a very large horse-barracks, divided into corridors or passages.

Each corridor contained eight rooms, with accommodation in each room for sixteen persons. At night the doors were locked until the next morning, when we had liberty to go into a long, narrow yard close to the River Meuse. This yard, when we were mustered, which we always did three times a day, would scarcely contain us.

Our provisions from the French were very mean indeed. We had one pound of brown bread, half a pound of beef (said to be beef, but which consisted of heads, liver, lights, and other offal of the bullock, and that not very fat), a little salt, and about a noggin of peas or calavances, which were served to us every four days, and three farthings in money paid once a week; but they would deduct a certain portion from each person for the repairs of the prison, etc. We were so reduced that we could scarcely fetch our own food from the town, which we were compelled to do every fourth day. The truth of this can be known by referring to a book published by the Rev. Robert Barber Wolfe, the chaplain of the depot, who came from Verdun some time after the depot at Givet was established.

You can easily picture to yourself the state of society in such a place without any restraint. Captain Jahleel Brenton, of the H.M.S. *Le Minerve*, laid down certain rules for the Commandant of the depot to observe with respect to the prisoners before he left our depot for Verdun as to spirits, beer, etc., which was strictly adhered to, as far as could be done in a direct way; but the old men-of-war's men found out many inventions. Smuggling was carried on in every possible way, and you can easily guess what followed. However, in the midst of much confusion, I did all I could to improve my learning; but not having many books,

and for want of means to buy paper, pens, and ink, my progress was not very rapid, but I did with much pains and self-denial get on pretty well in arithmetic. I then began to learn navigation ; having but one old Hamilton Moore's "Treatise" amongst us, I was obliged to copy out all the tables in that book before I could proceed with my learning. I then began in good earnest, and very often when I was in a corner with my books the greater part of my room-mates have been drunk and fighting all around me, but they never attempted to molest me. By close attention I made myself master of that science, and afterwards became a teacher to many others, by that means making myself more perfect, and for which I received many a sol to help out my own necessities.

Some three or four years after we arrived at Givet we were allowed from the English one penny per day —it was said to be from Lloyds—and by that addition to our French allowance (although very small) we may safely attribute the saving of us all from starvation.

At the time of Mr. Wolfe's coming to Givet—December 4, 1805—religion was at a very low ebb ; almost everyone lived as they listed, not having many good books nor any place of worship. There were a few well-disposed persons amongst us who endeavoured to do all they could to stop the tide of sin, but to very little purpose. Soon after his arrival Mr. Wolfe got permission from the Commandant to use a part of a granary over the prison for a place of worship. Here we had service twice on Sundays and two or three times during the week, and a very good effect it had on the depot generally ; very many found pardon, and lived consistently to their profession during the time I was with them.

Now, after being confined in Givet Prison for about seven years, and finding no hope of an exchange of prisoners, and having completed my schooling so far as I could learn there, I made up my mind, with two others—viz., Henry Blight, of Ludgvan, near St. Ives, one of the crew of the privateer *Recovery*, and Robert Burns, of Beverley, Yorkshire—to get away if possible, and run all risk of life and limb in the attempt, for they would not scruple to fire upon you on the least alarm being given. Several prisoners made the attempt to escape, but were taken in the act, and were cut and beaten most severely. Two midshipmen started from the town one evening, and concealed themselves in a cave until night; but their own servant, a marine belonging to the *Le Minerve* frigate called Wilson, informed where they were. The soldiers called them out from the cave, and killed poor Mr. Haywood on the spot, and cut Mr. Gale very badly with the sword, so you could not easily make your escape uninjured. I made two or three unsuccessful attempts to escape before I succeeded. The prison was well guarded day and night, and besides, we were mustered by name three times a day and sometimes in the night, so there was hardly a possibility of getting away except by stratagem.

About this time Bonaparte's army was in Spain, and they very much wanted recruits for that army, for which purpose they sent officers to each depot of prisoners to recruit men to form an Irish brigade. Accordingly a Captain Mackey and a Lieutenant Devereaux (two Irishmen), who, we supposed, had left Ireland at the time of the Rebellion, came to the depot at Givet for that purpose, and any men who would say they were Irish might go, not regarding what nation

they really belonged to on the French books, so that in a very few days, such was the desire to get clear of the prison, they enlisted 400 or 500 men from our depot only, the prison gates being thrown open day and night for recruiting purposes. How many went from other depots I do not know, but I believe a great many. The men were drilled and sent off to the French army in Spain as soon as possible.

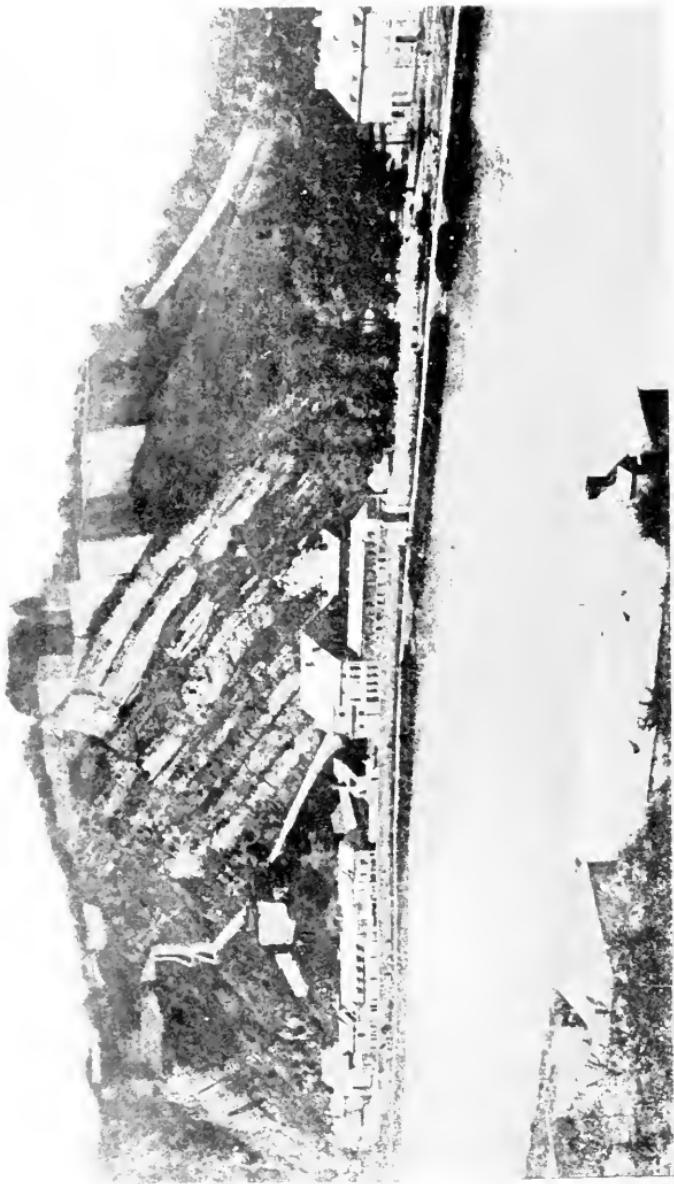
At this time the Captain of a French privateer came to the prison to get a crew of foreigners to man his ship, then at Morlaix. Now, as I was registered on the books as an Englishman, I could not go, and not knowing how to act, I at length agreed with an old American, called Thomas Aldridge, of New York, to exchange names in the depot. With him, then, I was enlisted, and away we went, about twenty of us of various nations; but before we had got far the same soldier officers—Captain Mackey and Lieutenant Devereaux—had us stopped, and wrote to Paris, saying we were Irish and not Americans, hoping thereby to get us to go for soldiers; but we all refused to go with them, and after receiving twenty days' pay from the Captain of the privateer, we were conducted back again to the dismal prison, and what added to our misery, the one penny per day allowed us by the English was withheld, because it was said we had been in the French service. This almost drove us to despair; but very soon another opportunity offered itself.

The Danes had made peace with France, and all men belonging to that nation were released from prison; but one of them left a Danish protection with one of the prisoners, and by stratagem he got more printed, and distributed them amongst us. Several of

us petitioned Paris, claiming our release as Danes who were then not at war with France, sending our forged protections to Paris for inspection, and very soon an order came for our release. I had sent my name as Thomas Colby, a name I had taken after I came back from the privateer in exchange with a man of that name, in order that I might be with my old messmates, and so, when the order came for my release, he, of course, said *he* was Colby, and I was again disappointed. I tried the plan again in my own name, only making it Williamson instead of Williams. I received a very good report, but they did not let me go. In the course of a little while the Irish brigade that was recruited from the different prisons and sent into Spain, having come in contact with the English army under Lord Wellington, we were informed that the first battalion deserted from the French with arms and colours. Be that as it may, they were disbanded, and the men sent back again to prison, but not to the same depots they were recruited from. A very large number—I believe 1,300—arrived at Givet and were put into rooms at one end of the building.

The same day the Irish came I and my two comrades—Henry Blight and Robert Burns—passed our evening muster about six o'clock in the month of March, 1811, and then ran down the ranks to where the Irishmen were, and were locked up with them. About eleven o'clock the same night we made our escape through the window, being let down by one of the Irishmen, who said as I was going through the window, "By God, boys, if I had shoes I would go with ye!" There was a sentry placed at a little distance from the window, whom I could very plainly see smoking his pipe as I descended by the rope of sheets. We made

THE FORTRESS OF CHARLEMONT, 1914.



the best of our way to the wall of the fortification, creeping on our hands and knees until we came near the drawbridge, when we saw another man smoking his pipe, which caused us to ascend the lower part of Charlemont, where we found a high wall which gave us much pains to climb, succeeding at length by getting on each other's backs, and then dragging the last man up. The wall proved to be much higher on the off side, and having nothing by which to lower ourselves down, we were obliged to drop from a very great height, which we did, and, thank God! received no hurt beyond a severe shaking. We got into the fields, and on that day into a wood, but the weather was very severe. During that night and next day it never stopped raining the whole time, with much thunder and lightning, and being very wet we could not attempt to lie down, although we had walked many miles without anything to eat.

On the morning of the second day, having walked many miles during the night, we crossed the skirts of a wood, and just as we were contriving which way to get meat, and how to hide ourselves for the day, we were attacked by the Wood Rangers, and captured and marched to the town of Charleroi, and next day began our march back to the infernal abode, which we reached on the fourth day. We were taken to the fortification of Charlemont and put into a dark cell underground, dug out of the solid rock. They told us that the Bishop of Cambray ran out of it to the guillotine to be executed at the time of the Revolution.

In a few days we were escorted down to the Town Hall to be tried by a military court martial, according to a law recently made to deter prisoners from making their escape, which we knew very well before we

started, but as the negro says, "No catche, no havee." However, we were tried and found guilty, notwithstanding we had an advocate to plead for us, who was paid by Mr. Wolfe, the chaplain. The trial lasted nearly all the day, and caused a very great sensation amongst the inhabitants, many being affected to tears.

We were condemned to suffer six years in irons, and were put into a round tower for some days, and then marched off with an escort of gendarmes. On the fourth day we arrived at Meziers, where we were confined in the county gaol with other criminals waiting to be sent to the place of our destination, which was either Brest or Toulon. After being there five or six weeks, one day to our great surprise we were visited by an English officer, who gave us five francs. He had seen a copy of our condemnation posted in the town. We were very glad to see him, as we feared they would keep us in irons the whole of the time, whether an exchange of prisoners would take place or not.

Telling him our fears, he said: "Be not afraid, my men, your country will look out for you."

The jailer treated us very kindly during our stay with him, and one day he came in to us in great glee and said: "Englishmen, you are pardoned by the Emperor; the young King of Rome is born, and you are to be marched back to Givet again free of irons."

Accordingly we began our march the next day with two gendarmes as escort, but free of irons, which was a great treat.

Having reached the depot on the fourth day, the prisoners were all on the qui vive for us, waiting to

receive our little traps, when, to our chagrin, as we were about to enter the depot we were told we must go into the town to the General, and not to the Commandant of the depot. When we arrived in the town, they told us that the General was not at home, and that they must conduct us to the prison on Charlemont until his arrival. This we refused to do, saying we had been pardoned by the Emperor, and were not to be confined in a cell again. They said, "You will be brought down again in the morn." We still persisted in our refusal, and at length they began to be very angry, threatening to cut us with their swords. Fearing they would do so, the gentlemen of the town persuaded us to go with them.

When we arrived on the mount the old jailer knew us, and wanted to put us down into the dark cell again, but we resisted, and told him we were not condemned now, but were pardoned by the Emperor. At length he sent for the guard, and we told them the same story, saying we were to be sent down to the depot to-morrow. Then the jailer put us upstairs in a large room with a guard bed to sleep upon, but without straw. Seeing there was no straw, we determined to have some before we entered the room, and stayed on the stairs. After a long parley with the old chap, he sent to the guard-house for the corporal, who came, and decided in our favour. We had our straw and were shut into our new abode, with the expectation of going down to the depot in the morning; but the morning came, and the next day also, without any signs of our being released. It was all a fable, and we were thus kept in suspense for about a fortnight, the truth being that they feared to let us in with the other prisoners in the depot, thinking we

should contaminate them, and all the time they were preparing a place for us at Briançon on the Alps, as we discovered after our second escape.

Finding our case desperate, we began to plan the best way for our escape. Now, the jail is situated on the top of the ramparts of the fortification, and we were in a pretty large room upstairs, with a strong door locked and bolted on the outside; in that door there was a small square door cut just large enough to hand our bread and water through. The large door was never required to be opened except to take in or let out prisoners; there was a chimney and one window well barred with iron, with an iron grating before them. Our first operation was to try and dig a hole through the end of the building under the guard bed, but having very poor tools for that purpose, we were obliged to give it up. One day, when doing our best at it, I caught a severe cold in my bowels, and was laid up all the time afterwards until the night of our exit. They would not allow me to go to the hospital nor give me any medicine, but some English gentlemen sent coarse sheets to cover us.

During my illness my comrades had taken down the side of the chimney, which could not be seen by the jailer when looking in at the small door; after taking out one brick, they could break down and build up at pleasure, and this they did until they reached the top of the room we were in; then we entered the garret above close to the ceiling, where the jailer kept all his manacles, and which had a window in the roof not barred. Very soon all was ready for our departure, everything built up again waiting for my recovery; but after waiting in suspense for more than a week, fearing the jailer would go into the garret, and I

being no better, we began to despair, but my comrades would not go without me.

One day, to our great surprise, a doctor from the depot, Mr. Welsh, was allowed to see me, bringing with him a bottle of wine and a phial of castor-oil. I had not eaten anything for several days, and was getting very weak. Not knowing the use of castor-oil, I refused to take it; but I took a part of the wine, and soon went to sleep, not having slept for a long time. When I awoke I found I was quite free from pain, but I had no appetite, neither had I taken any meat for some days. I said: "Now, boys, get ready, I will go with you to-night on this condition, that if I can't proceed you will not leave me in the woods to die, but will take me to some house." To this they readily consented, and we began to cut up the sheets to make our rope with which to descend from the top of the house and from the rampart wall.

At about eleven o'clock at night, we all five (for we released two others that were confined there for misdemeanour in the depot) got into the garret, I being the last. We then made our rope of sheets fast to the ceiling, and descended outside the fortification. When I got on the top of the house I was so weak I could not tell whether I should fall over or not. At length I took hold of the rope and got down safely; then we had a very dangerous place to pass quite on the edge of a precipice, it being very dark. However, we all got over, and then had another high wall to mount before we were clear of the fortification; this we did by helping one up first, and then the next, until we all got over. We reached the fields, and bid the old jailer good-bye for ever. I must not forget to say, to the credit of the prisoners in the depot, that they all

subscribed money for us if we should be taken. The French were not aware of our departure until the prisoners saw the sheet flying away from the top of the house, when they made three loud hurrahs!

Before I quitted the jail, I put the phial of castor-oil in my pocket in case I should need it on the road.

The second morning after we left we halted on the top of a little hill covered with wood, and cast lots as to who should go and seek for bread. We knew we were not far from some house, as we had heard whistling all the morning; the lot did not come to me, but upon two others. Away they started and soon found the house, and instead of men whistling they were bouncing girls. A little before dark we went down to the farm-house, being very hungry, not having had anything to eat for some time, and knowing that if we had found men there instead of women, we should not be able to contend with them. But it was all right, only an old woman and her two daughters, who boiled us some milk and bread, and for the first time since we left the prison I made an excellent meal. From that time I gained strength every day, and there I left my phial of castor-oil tied to a tree, and there it is to this day for all I know.

We left the old lady with many thanks, and bent our course for the waterside. We were eleven nights in getting down to the sea, and had many a disaster to encounter on the road. We contrived to be near a house a little before dark, as the people went very early to bed; and it was my duty to make the appeal to whoever came to the door, in which I was generally successful in obtaining bread, and very often milk.

On one occasion we had a very near chance of being captured. We were travelling through a wood, and

seeing a house at a little distance, supposing it to be a farm-house, we made for it and knocked at the door, and when it was opened, to our great astonishment it was a Guard Champêtre's,* with all his arms and accoutrements hung round the walls, and a very sturdy looking fellow he was ; but finding that he was outnumbered, he acted the wise part in being civil. We took possession, and kept a sentry at the door whilst he got us a bowl of bread and milk, and after warming ourselves by the fire and chatting a little with the host, we took our departure.

A little before daybreak, at the skirts of the wood, we saw a village. One of the party went to look for a house to rest in during the day, as we were well tired, and he returned to us with good tidings. Away we started, and found that our new host was a very good fellow; he secreted us in one of his chambers during the day. Having occasion to go to the town to market for provisions, he heard the town crier calling about the town, saying that several thieves had broken into the Guard Champêtre's house and robbed him. Our host came back and told us the story, which amused both him and us. He then had two sons, deserters from the army, secreted in the house, and, what was very curious, two deaf-and-dumb daughters, who were our companions the greater part of the day.

The village we were in, the master of the house told us, was the village where the Duke of York's head-quarters were at the Siege of Valenciennes. After having refreshed ourselves with meat and sleep, as soon as night came we started again for the north, the friendly host, armed with a pitchfork, going with us

* Men who keep guard in the wood to catch deserters from the army.

the greater part of the night to put us on the right road, when we parted as brothers.

We could not possibly attempt to walk on the main road for fear of being seen, and for that reason we struck across the country, which made our travelling very irksome and slow. Our principal guide was that beautiful comet which appeared every night, and which we believed was in the north-west quarter ; and sometimes we marched by the North Star, which we always knew, so that we made a pretty direct course towards the mark.

We were not able to walk by day for fear of being seen, knowing all were our enemies, so marched only by night ; and during the day we contrived to get into the middle of a wood, or into a cornfield, to hide. Being in a cornfield one morning, to our great surprise, we were surrounded by a number of women who had come to cut the corn. Up we started, and ran as if for our lives, and the women began to shout loudly. I believe they were more frightened than we were. We found another hiding-place, and rested quietly until night.

Our next difficulty was to cross the rivers. One night we came to a deep river, and how to cross it we did not know. After travelling along the banks for some miles in hopes of finding a ferry, with daylight coming on, my partners—who could swim but I could not—suggested our taking one of the horses grazing beside the river and riding it through the stream ; but I did not like that, as I was not a very good rider. At length we placed a gate upon a harrow, and putting them into the river and myself on the top, with the other men's clothes, they swimming alongside and pushing me along, with much trouble we at length

arrived safely on the opposite side. We went to a farm-house at no great distance, and were put into the barn for the day, and well supplied with bread and soup.

Shortly after our arrival some gendarmes came in search of us, having seen the damage done by the river-side, supposing it to be deserters from the army ; but our good host would not give them any assistance, but told us if we were molested to use the poles in the barn as weapons ; but we passed the day in safety. I was requested by the mistress of the house to stay behind awhile ; but I did not consent, always keeping my native country in view.

You may easily picture to yourself the joy we manifested at once more seeing the sea and hearing the billows breaking on the shore.

On the eleventh night after our escape we arrived at a place called Nieuport, near Ostend. It rained incessantly for some hours, and we had nothing to shelter us but the stalks of barley-corn in the fields, which was nearly ripe.

One of our number, named Thomas Eyles, caught a severe cold, and had the shingles all over his back, which made him very weak. This man Eyles had a cap made of dog's skin, and when going through the villages by night all the dogs would come out against him and make a bitter yelling, which amused us very much, and we used to think it was in consequence of the dogskin cap.

We stayed near the water-side until the next day, hoping to see a boat laid up on the beach, and to our great joy we observed several large boats coming out of Nieuport River, either for trawling or dredging near the shore, and in the evening they all went back

again into the river. At night we made the best of our way to the place where they went, and found a boat lying at anchor in the river, a little way from the shore. One of our hands, named Robert Burns, stripped off his clothes and swam to the boat, whilst we waited on the shore ready to jump on board; but just as he got in over the bows a man rose up in the stern, and Burns, fearing that there were more of them, jumped overboard again and swam to shore. The others then stripped to swim to the boat to pin the man, whilst I held their clothes and a large loaf of bread which we obtained the day before to carry to sea with us. As they made the attempt, the fellow made such an alarm in Flemish (he did not speak French), that at length we heard voices coming very near us, and were then obliged to dress and get away as fast as possible, making the best of our way towards Ostend.

We had not gone far before our friend Eyles (who was still unwell) was obliged to lie down and cry, and begged of us to leave him there to die. We gave him part of the little money we had, and there reluctantly left him. The next day he was taken and put into Nieuport jail.

I should here mention that on coming down to the water-side we had determined, if possible, not to be carried back to the depot of Givet again, as we knew our doom if we were. Accordingly we determined, if captured, to pass for newly taken prisoners belonging to the *Grapler* gun-brig, all the principal officers being well known to us by name; and in order to be perfect in our story, every day when in the woods or corn-fields we would catechize each other on the subject until we became quite perfect in our plan.

When Eyles was taken into Nieuport he was

examined, and he told them what I have stated above, when he was at once sent to the nearest depot, and here I will leave him.

We made our way along the beach towards Ostend, hoping to find a boat on the shore; and when within a short distance of the town we espied something in the horizon like boats' masts, but, to our great surprise, it was a file of soldiers guarding the coast. We passed close to them without exchanging words; they kept their way, and we kept ours; but, unfortunately, just as we were rejoicing at our narrow escape, we were attacked by seven or eight Custom House officers, being between two fires, with no possibility of escape. They conducted us to their guard-house and treated us very well; we pretended we could not speak French, being so lately landed. They did all they could to speak to us in English, which they did very badly. They gave us a loaf of bread and some water, and allowed us to stay to eat it; but we were not very hungry at the time, as I had part of a large loaf under my arm when captured, and on entering the guard-house I threw it under the guard bed. When they thought we had finished eating, we were put into the town jail just as the town clock struck 12 p.m., and then we knew our doom.

After we entered the jail, and were sitting down in the jailer's room, we began to bemoan our misfortunes, and I suppose with no suppressed language, until we discovered that the jailer—the old vagabond—could speak English, which made us very guarded in future in what we said. We took care to give him the details, in accordance with our scheme, how we had been cast away in the ship's boat, etc. He put us into a cell for the night, and next day we were conducted

to the Town Hall, and there examined by an interpreter, each man separately ; and after giving them the account of our loss and capture, according to our plan, we were conducted back to our former lodgings ; and so they continued to try us nearly every day for the space of three weeks, wanting to prove that we were landing spies on the shore. As we knew their object, we took care to answer them accordingly ; but they were not aware that we understood what they were saying. The jailer had strict orders to see whether we used any French money or not ; but, in order to deceive him, we hung a little bag out of the prison window, so that anyone passing might drop in a sol ; by that means we were able to use the few pence we had without suspicion. We also had some silver sewn in our clothes, but were afraid to spend it with the jailer, as he was a spy upon us. One day he gave us a loaf of bread for our allowance with a large hole dug out by the rats, gone quite blue, mouldy, and, although we were very hungry, we could not eat it, but hung it out of the window by our string, and soon a French soldier came in and gave us a loaf.

There happened to be in the jail at this time a Spanish sergeant who had committed some depredation at the depot at Lille and was sent here for punishment—his wife came to see him two or three times in the week. We got into conversation with him in broken Spanish, fearing to speak French on account of the jailer. We were almost starved with the prison allowance, and all our silver was gone ; so we contrived to give the Spaniard's wife a gold coin called a Napoleon to change and buy us a piece of cooked pork, which she very readily did, and brought it to us when she next came to visit her husband. She gave

us the change from her pocket without counting it, which would have taken too long, as we were always afraid of detection by the jailer. We were quite satisfied with the change, and made signs to that effect ; but she told her husband she had given us too much change, and he came and told us so. We, however, understood him to be inquiring whether we were satisfied with the change, and he got very angry and went out and beat his wife. It appears she had put our change into her pocket with her own money, and had given us all she had. In consequence of the beating she came no more to the jail during our stay at Ostend, much to the distress of the husband, whom we greatly pitied.

The last day but one that we were examined we heard them say : " If they really do belong to the *Grapler*, no doubt their linen is marked, and we will examine them to-morrow." As soon as we came back, having on two shirts each, we took off one and thrust them down the privy, with some other things, as we feared a general search.

We were called the next day as usual, when they made a short examination without stripping us, and we heard them say, " *Tout le même chose*," which gave us great encouragement. They then said : " You are to go to Arras, the nearest depot, as newly taken prisoners ;" and in a day or two we commenced our journey.

During our stay at Ostend a young man of the town named Peter Wefors came to see us ; he could speak English quite well, but we suspected he had been sent by the authorities as a spy. We had a long chat and a bottle or two of good gin with him ; but we were very shy at first, but found him free in telling us many

interesting things, amongst others, that he knew England well, especially London, Portsmouth, and Plymouth. We asked him whom he knew at Plymouth, whereupon he drew a pocket-book from his pocket and read several names, which happened to be names very familiar to us. We asked him how he came to know those gentlemen, when he very frankly told us ; we then had no reserve ourselves, knowing we had him safe enough.

There happened to be five midshipmen of the English Navy who had broken their parole at Verdun for the express purpose of being sent to a confined depot in order to desert. I had the pleasure of seeing them go over the railings of the prison, some of them dressed in women's clothes with a basket of potatoes on their backs, as was the custom of the women who came to the prison gate to sell.

Our friend said they came to his mother's house in disguise one night, in order to find means to be put off from the coast, but could not find an opportunity for about six months. At length a friend of Mrs. Wefors conveyed them on board a vessel bound to England. You may be surprised to learn that licensed vessels were permitted to trade from England to Ostend during the long war with France, and our friend, Peter Wefors, belonged to one of them.

The day after our interview with him his sister, Mary Ann, paid us a visit and treated us with great kindness. I had a copy of my condemnation sewn inside the lining of my hat. I cut it out and sent it for her mother to read. She told us that both her mother and herself cried the whole night ; she wanted to have our linen to wash, but, unfortunately, we had only one shirt each, having disposed of the others as stated above.

Mrs. Wefors was an Englishwoman from Liverpool, and had married the master of a French galliot, which was lost on the Goodwin Sands. You must understand that we changed our names for the purpose of carrying out our scheme. I was called William Young, and have frequently cut that name on the window shutters of Ostend Jail.

At length our day of departure came, and off we went with new hearts, having, by adhering to our plan, foiled the wily Frenchman, and that day we arrived at a large town called Bruges. As we entered the jail the first man who spoke to us was a foreigner who could speak English very well, and he told us that there was an Englishman in the jail who had that day given himself up as an old prisoner who had run away from Givet, and described the whole affair of our escape so minutely to the jailer that our new friend feared we should be detained again as old prisoners who had escaped. We, however, denied all knowledge of this man, and would not even speak to him during the time we were in the prison. I believe his object was to get back to Givet to receive the money they had subscribed for us when we escaped from Charlemont.

In a day or two we were escorted into the town before the Prefect, and there strictly examined, our real names being read over to us and the like; but we denied all knowledge of the affair at Givet, and adhered to our plan. I do not know what he thought of us, but we were conducted back again to our quarters, nothing more being said to us for four weeks, when we were again escorted into the town before the Prefect, who examined us this time very roughly, and told us if we did not confess we should be kept in irons on

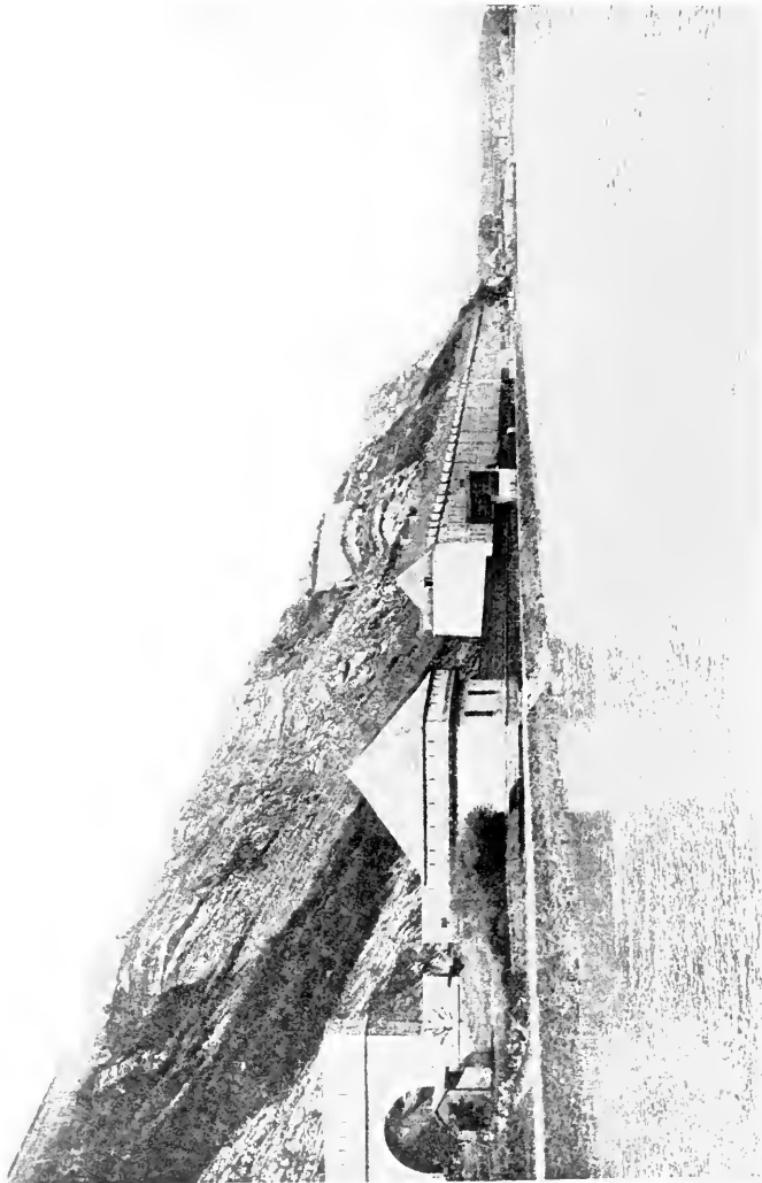
bread and water until we did. On our return to the prison we consulted together as to our best mode of proceeding, and came to our decision. Accordingly the next day we went to the jailer, and told him the whole tragedy in his own language, and ever after that we were better treated.

During our nine weeks' stay in Bruges Jail we saw some very striking scenes of misery and wretchedness. The jail was a large building, which had formerly been a nunnery; but since the Revolution it had been converted into a jail for deserters from the conscription, or from the army, and for other minor crimes. I have seen as many as two or three hundred brought in at one time, and you would be surprised to see the many different stratagems they used, either to disable themselves or to get sick, so that they might be sent to the hospital. Hundreds of them from Gascony had cut off the first joint of the fore-finger of the right hand, so that they could not fire a musket, and others I have seen take a piece of twine and see-saw it across the leg until they had made a wound; then they would put a laird, which is a small copper coin, on the part, and tie it tight until it festered into a wound, and many other such projects, rather than go to the army.

We slept in small rooms, seven persons in a room, which had been used by only one nun; and they were careful to leave but one Englishman in the same room with six Frenchmen, so that we never could have an opportunity of escape.

During the day we were kept in a large courtyard till six o'clock in the evening, and then were locked up in our small cells until the next day, and so on for nine long weeks.

One day, when walking about the yard, I fell in



GIVET PRISON, 1914.

with a sailor, and, after a little preliminary conversation, found that he was a fisherman from a place called Blankenburgh, where they land their boats on the beach; and, finding him very communicative, we got intimate from day to day. At length he told me the cause of his being in prison, which was all I wanted to know. He said he was taken up on suspicion of putting English prisoners off in his boat, but they had no proof in the matter, and he thought he should soon be released; but he gave me to understand that such was really the case, so we got closer united than ever. We then began to contrive the best means for our escape from Bruges, and as it was useless to attempt to escape from the jail, not being allowed to sleep together, we could not make any united effort for the purpose. We then thought on a new stratagem, which was, you will say, rather a novel invention. We agreed with our fisherman that, after his release, we should prick ourselves for the itch, and thereby gain admission to the hospital; and, as all our clothes would be taken from us to purify them, consequently we should be quite naked, so our friend was to bring us at the time appointed a dress for each of us to wear, and we were to drop from the window of the hospital when he was ready to receive us.

In a few days our friend was released, and we were preparing to fulfil our engagement; but before we had completed our plan, one morning, to our great surprise, two young Englishmen, named Gordon and Street, midshipmen, belonging to the *Blanche* frigate, were brought to the jail; they had been found concealed in the house of our friend's father, who kept a public-house near the beach at Blankenburgh, called the Barque and Ray. It was rather a curious incident

that led to their capture. It so happened that at the depot of Givet, the place of our confinement, the wife of the clerk to the Commandant fell in love with a young Englishman called Robert Smith, one of Sunderland, who used to work in the husband's office; both of them were well known to me. They determined, if possible, to elope for England. Accordingly Madame Gamant started first and reached the house at Blankenburgh, at which our friend belonged; but poor Smith was sharply watched, and could not follow his beloved, as the husband began to be on the alert; so, after remaining a long time waiting the arrival of her paramour, Madame Gamant began to expose herself too openly, frequently chatting with gendarmes who stopped at the house. During this time the husband had caused inquiries to be made through all the gendarmerie; but they had no suspicion of her for some time, until one night, quite unexpectedly, they surrounded the house and took her. When she first arrived at the Barque and Ray, Madame Gamant had given the mistress of the house some wearing apparel and other things which she thought were too much to take with her to England, and when arrested she wanted these things returned to her; but the mistress would not give them up, and Madame Gamant refused to start without them. At length the gendarmes got angry at being kept waiting so long, and they went in search of the things themselves; and in rummaging the house they discovered in a dark room the two English midshipmen. What became of the master of the house I do not know; but the two Englishmen were brought to Bruges Jail, and they told us the whole tragedy.

We were highly pleased with our new companions,

they having plenty of money, and our stock being quite exhausted. They told us they knew of another house of the same description; but, to our great mortification, the next day they were ordered down to Ostend to be examined. We told them the best way to make their escape from there was to seize the old jailer and lock him up, which, I believe, they did.

We afterwards heard of their escape, and, since my return to England, the whole affair has been told to me by a servant who lived with Mr. Gordon's parents.

We also heard that Madame Gamant was taken back to Givet, where, by the laws of France, she was immediately divorced from her husband. Poor Smith was brought to trial and sent to the criminal depot at Bitche for punishment, where Madame Gamant afterwards joined him. Three years later, when on my march to Bordeaux, I fell in with Smith and Madame Gamant on their way to the coast to obtain passage to England.

At Bruges they served each prisoner with a wooden bowl and a wooden spoon, and each man had to take care of his own. Once a day the jailer's wife would bring in a kettle of soup for every ten persons, composed of a little bread, a few potatoes, and some cabbage; and then all the bowls were placed round the kettle, and the soup served out. One day my appetite being rather keen, I made a civil growl in English about not having my share of the bread; the mistress understood a little of what I said, but did not attempt to chastise me, telling her husband when he came home at night.

I was then taken out of my sleeping-place, with the six Frenchmen, and put underground in a cell where

a nun had been buried when the prison had been a nunnery. There was nothing to lie on but the nun's vault for my bed, my hat for a pillow, and my old jacket for a blanket. I did not fear the nun; but I had that day taken off my shirt and washed it as well as I could without soap, and it was not dry when I was taken to my new abode. I had no stockings or drawers at the time, and very bad shoes, so you may guess the state of my feelings in that gloomy cell.

From that severe treatment and other similar causes we were induced at length to surrender ourselves to the jailer as old prisoners. Accordingly we went to him and told him in French all our disasters. He was greatly astonished, and during the remainder of our stay he was very kind to us.

After being there nine weeks, we received orders to march for our old destined spot—viz., Briançon, on the Alps. Upon entering these jails they search your pockets, and if you have a knife it is taken from you; so, when passing through the jailer's house, we asked him to give us a knife to cut our bread with, and he kindly gave us a strong clasp knife such as our English sailors use. We were then handcuffed and marched away with two horse gendarmes as an escort.

Our next town was a small one called Thilt, distant from Bruges about twelve miles. We got in pretty early in the day, and had some time on our hands for study. There we fell in with some other prisoners marching up country. Our destined place for the night was a cell underground; but five or six of us gave the jailer two sols each to be put in a room upstairs (the others were put below). There was a fireplace in the room and a privy, with a sleeping-place boarded off from the large room, having a large

bolt outside the door ; the jailer lived in the other end of the building on the same floor.

When all was quiet, we pitched on the back of the chimney with our new knife, and got a small hole through before night. Finding we could not complete our work in time to get away that night, one of our new companions, who had a pair of sea-boots, in order that the jailer, when he came to shut us up for the night, should not see the hole we had made, cut off the top of one of the sea-boots and pinned it up against the white lime in the hole ; and then we went to our small room to lie down on the straw, not forgetting to leave one of our party, called Hambly, in the privy.

When the jailer found we were all quiet and gone to bed, he came and counted us as we were lying down. We had made a bunch of straw to serve for little Hambly (for he was a little fellow), so the jailer bolted the door and went to his own apartment.

When Hambly heard the jailer's door shut, he came out of his hiding-place and unbolted our door, and we were soon into the large room and commenced at our former work ; but, for want of better tools than our knife, we made little progress. Having worked hard all night, when daylight came I could hardly get my head out of the hole, which I found to be 12 or 14 feet from the ground outside. In that country there is no grate in the chimney as in England ; they burn wood, and lay the wood on two pieces of iron, ornamented, some with lions' heads and some with dogs', etc. We knew we should be found out in the morning when the jailer came to see us, and be well punished during our whole march, so we took those two iron ornaments and beat a hole large enough to make our escape.

The jailer heard our knocking and thought we wanted him, and was soon amongst us ; but, to his great terror, we were all in the large room. He did all he could to secure us ; but I and my two friends, Blight and Burns, made our escape. The first man was obliged to take off his jacket and waistcoat to get through the hole and the other lost his hat. The second one and myself had a struggle who should go first ; but, being the smaller, I lost the day. When my turn came I could go through without stripping, and, as soon as I was clear, I caught the first man's jacket and waistcoat and the second's hat.

During this time the jailer was doing his best to secure the others who remained, and how he did it I do not know to this day, as I never saw them again.

As soon as we recovered from the bustle, we started off at no small rate, and soon heard the horse gendarmes in chase of us ; but we got into a wood that had been recently cut down and had grown up into brushwood, creeping upon our hands and knees for a long way, and then laying down for the day. We were so near a dwelling-house that we could hear a cock crowing and a child crying.

As soon as it was dark, we made the best of our way for Nieuport River, where we had tried for the boat before. When we arrived, we found they had placed a sentry to guard the boats. Finding we could do nothing there, we traversed the coast until we came to Dunkirk, and having crossed a small river at the back of the town, which we wished to pass before morning, to our great surprise we found ourselves on an island, and could not possibly cross the other branch of the river. Daylight was come abroad, and there being only one house on the island, and no other

hiding-place, we made up our minds to go to the house and knock them up at all hazards. Accordingly I went and knocked, when a man came downstairs in his shirt and opened the door—a very rough customer he was—asking me what I wanted in a very stern manner. I said, “Will you be pleased to give me a drink of water?” He turned round to his wife, who had followed him downstairs in her nightdress, and said something to her in Flemish which I could not understand. At length a jug of water was given us, and then we asked for a bit of bread. They went through the same ceremony as before, and so on until we got them to let us in, made a good fire, and boiled us a dish of milk and bread, which I assure you was very acceptable, not having had a warm meal for a long time.

We generally contrived to get near a house before dark, as we were then sure that not many men would be about. It was my province to enter and make my best conditions with the family, whilst the others kept sentry outside; and if I found things not very comfortable, I summoned my troop, and then they were forced to comply with our demands, so that we generally had enough bread. We could supply ourselves with water sometimes from the horse-tracks on the road, and often from the rivulets which we passed.

After we had taken our meal, then the trial came where we should hide ourselves, knowing we could not do so outside; so we had to appeal to the tender feelings of our host, who in all this had not inquired who or what we were, but said: “If you are found in my house, I shall be sent to the galleys.”

However, after much entreaty, he allowed us to sleep in a loft over the house, or rather, an onion

store, for it was nearly full of onions, and there we stayed all that day unmolested.

On leaving them at night, he very pointedly inquired who and what we were and where we were going. We told him we were Englishmen, and trying to get to our own country.

He replied, "I thought you were," and said : "There are forty sail of your countrymen now in the harbour. Why don't you try and go with them." He also said : "They come out here frequently to buy milk and cream, and I think they will take you on board."

We knew we could not enter the town without being strictly examined at the drawbridge, and not being clothed in sailor's dress, we should look very suspicious fellows ; so our host consented, if we would write a letter to our countrymen, he would on the morrow take it into the town, and we stayed there that night in great expectations of our release. I wrote a long epistle, describing our situation, how we had been condemned to six years in irons, and what punishment we expected if taken again ; and also said, when we broke prison at Charlemont, there were five or six of their townsmen from Deal or Dover, mentioning their names, confined in another cell, but we could not release them, and many other things of a touching nature, hoping to work upon their feelings, but it proved of no avail.

Next morning our host dressed himself in his best attire and started off for the town with the letter, the wife in dread of his being detected; and as he did not return so soon as expected, she was in great distress, so that it required all our sophistry to console her, well knowing he had undertaken a very dangerous voyage.

When he got on the quay he saw an English sailor, and asked him if he could speak French. He said, "No." Then our messenger took out the letter and showed it to him, whereupon the Englishman took him to their house of rendezvous, where they all were assembled in the back premises. After reading the letter and a long consultation, they went away and left the Frenchman to himself. He waited a long while for their answer, supposing they were writing a letter to us in return. At length an old man came with our letter open, giving him to understand that he wished to keep the letter, but would not write one to us in return. As our host could not speak English nor they French, he could not reason with them on the subject, but gave them to understand they should have the letter if they would write one to us, but they would not, neither would they come to see us; so our host returned in a bitter temper, and made use of very strong language against them.

"Stop here to-night," he said to me, "and I will put you in over the ramparts in the morning. I know a breach where I can take you over. Only follow me, and I have no doubt but they will take *you*."

I thanked him for his kind offer, but said I would not risk it with such a set of bad fellows, and I would rather try my luck with my two comrades, hoping we should obtain a boat somewhere on the coast. Besides, my comrades could not speak the language, and were not willing that I should leave them. Our friend then took a large cudgel with him, and away we started towards Calais, he going with us a great part of the night, when we shook hands and parted.

On arriving at Calais, we entered an eating-house and had some refreshment, and as the proprietor of the

house seemed to be friendly, we entered into conversation with him and broached the question as to the best means to obtain a boat from the harbour. He promised to do his best for us, we of course offering to give him large bills on our friends at home for his trouble. Here we stayed two days and nights in expectation of something being done, but nothing appeared for us, and as the summer was fast passing away, we were not willing to stay any longer, for we saw there was a cutter watching the mouth of the harbour, and we were sure to be examined in going out of the harbour; so we quitted Calais, and traversed the coast from there to Boulogne, but could not find anything trustworthy to risk going on the water, or we should certainly have gone.

We then decided to go on to Havre and there try to obtain a berth as American sailors, as we knew a great many Americans traded to that port.

On arriving near Boulogne about the middle of the night, we were hailed by a sentry by the usual demand, "Qui vive?" We said, "Ami," and passed on. Shortly after we were accosted by another sentry, when we made the same reply and passed on as before. We did not know what to make of it, but thought we were in some gentleman's grounds, and agreed to lie by until daylight and see where we were, when to our great surprise we found we were in the same field as the French camp with 10,000 soldiers.

What course to take then we did not know. To retreat was impossible; but after a little while we observed some of the soldiers come out of their camp and go into the town of Boulogne over the rampart wall, so we took courage and followed them. They said nothing to us nor we to them. We got into the

upper town, and did not expect to go far before being captured by the gendarmes; but being early in the morning, we did not see any of them, so kept going until we arrived on the quay amidst the small men-of-war, the quays being crowded with people. We entered a wine-house and called for a glass of brandy each, took our own loaf of bread (for I had been to a house the previous night), and asked the mistress to sell us some butter, which she did; so we ate our morsel with our eyes out of the window watching our enemies.

After some conversation with the mistress as to who we were and where we were going, we told her we were American sailors and wanted to go privateering. She said many of the owners lived a little above, and that she would go and see them, but thought they were not up yet. After waiting a while, she went, but soon returned, saying they were not up, and a second time returned with the same answer. Shortly after, two or three gendarmes entered with their swords in hand, buttoning up their waistcoats as they came. They said something to the woman behind the counter, and then came and demanded our passports. Of course we knew our doom, and were soon handcuffed and marched off to the civil jail.

We found there an old Welshman named Powell in a most deplorable condition, covered with vermin. He had come to France at the time of peace to instruct them about the coal-mines, and when he got old and tired with the country, he wished to return home, but they would not consent to his doing so. He then contrived to make a canvas boat large enough to carry him across the Channel. After he had made it, he could not carry it to the sea, so he hired a woman

to assist him; but they were both taken in the act and brought to jail. How long he had been there I do not know.

The day after we were put into the jail I was taken before the Prefect to be examined. He asked me the name of the last place I ran from. I told him from Thilt. He said he did not know where it was.

I replied : "If you please, give me a chart of your country, and I will show you," which he did.

He then asked : "How did you get out from there?" I told him we made a hole in the wall. He then said in English : "You rascal! you were like the little mouse," and laughed heartily.

I was then escorted back to the jail to my comrades.

The day before we left the civil jail three Englishmen were brought in who ran from Valenciennes prison. They were found in the town with a guide, and they were put into separate cells in the jail in order that they might be examined singly; but it so happened that the back of their privy was also the back of ours. By that means we told them what became of their guide, so they planned their story accordingly. The guide acted mad, and was put to the hospital.

We were now sent to the military jail in the castle, into a large cell—I think twenty-five stone steps below the surface—where there is a long guard bed to lie on, but no straw, and there were hundreds of large rats. Here we found a great many deserters, some from the Army, and others from the Navy. We had soup served out to us once a day, and one pound of brown bread. The soup was brought down in large tubs, ten men to a tub, each man eating with his spoon from the tub as fast as he could. Sometimes you would meet with a potato in the hot soup, and it would be so hot that it

took some time to get rid of, and in that time you would lose pretty much soup.

During the ten days we were kept there we had a small bit of beef served out to us once, and the method they took to divide it was rather curious. The meat was brought down and put on the end of the guard bed, and then the prisoners were driven to the farther end of the cell. Two men were chosen to cut it up into as many pieces as there were prisoners. That being done, some pieces were spread abroad, and the great knife put on the first piece, when the nearest man would take it, and so on till all was done. Those who were behind, being anxious to get their share, generally made a rush, and the beef soon disappeared. Fearing I should get killed in the scramble, I usually lost my share of the prize.

During the remainder of our stay we had no peace day or night with the Frenchmen, the sailors against the soldiers, singing songs and abusing each other, so that we were happy to be released from that horrible dungeon.

At length our day of departure arrived, and we started again for our old destined place—viz., Briançon. In putting the handcuffs on me, I found they squeezed my wrist very much, and I knew they would get worse on the road with my hand hanging down for thirty miles (our day's journey), so I said to the guard: "Sir, this is too tight; it hurts me," when he bawled out with an oath: "You can speak French, can you? You shan't run away from me!" He then handcuffed both my hands, and tied both elbows together, so you can judge the condition I was in at the end of the day's journey. My shoes at this time were nearly worn out, and my clothes torn by lying about for six months in

hedges and in jails, never taking off my rags except to clear them of vermin. Our little stock of cash was quite exhausted, but our courage did not forsake us. Our determination to escape was always uppermost.

I have forgotten the names of the towns we passed through, except some of the principal ones. It was now October month, the weather much colder, and sometimes very wet; generally dark before we reached our place of destination for the night. Then we were crammed into a dark cell, to lie upon a little dirty straw with no fire. Sometimes we were very wet, and had to lie in that condition until daylight in the morning. If the Correspondence—viz., the guard of gendarmes who conduct all prisoners from town to town—should happen to journey our way, we started again for our next stage; but if not, we had to wait in jail until they did.

When marching, we received one and a half pounds of bread served us before the start in the morning, also we ought to have five sols per day. When in the jails we were allowed one and a half pounds of bread and soup once a day, but no meat. When it happened to be raining in the morning, we were obliged to eat all the bread before starting in order to save it, and then were compelled to "box harry" on our twopence-halfpenny for the day's provision. On one occasion we arrived at the town after dark, and subscribed amongst us one penny each to have some boiled potatoes and salt. We made a very good meal, and were just going to lie down on the straw in a round tower, when the jailer came and told us that a lady in the town, having observed our condition when marching through the town, had sent

us soup, callavances, and some stewed meat, which was a severe trial for me, as I had made a good supper on the potatoes; but seeing the other chaps laying their sides to it, I said to myself, "I shan't have this opportunity to-morrow," so I turned to and cut away at it until all was done. I, however, paid dearly for my folly, for I so overloaded my stomach that I could for the greater part of the night neither walk nor lie down, but was obliged to sit against the prison wall in great pain; but, to my great misfortune, I was never tempted with the like bait again.

Our journey continued for some time, until we arrived at the City of Amiens, when my two partners failed. They were not sick, but, I think, done up. I went to the jailer and told him my two comrades were ill and must go to the hospital. Accordingly the next day they were sent there, and I was left to myself without anyone to speak to but the French conscripts. I expected they would keep me there until my two friends came out of the hospital, but instead of that, the next morning the gendarmes came for the Englishman. I would not start from my straw bed for some time, until the jailer compelled me to come down the yard to the gendarme. I had tied up my head with an old handkerchief, and having no shoes, I crept down by the wall very sick indeed. The jailer said: "Why did you not say you were sick last night?" I said: "Sir, I was taken sick in the night." I was ordered to come near the gendarme, who was waiting with his horse in the prison yard, and as soon as I approached him, he put a chain round me, and chained me fast to the saddle, and said: "If you cannot walk, I will drag you."

It was now getting very cold, and I was unwilling

to go by myself some hundreds of miles farther. However, go I must, and go I did.

When I came from the jail into the main street I saw a milkmaid coming towards me in great haste with a glass of brandy and an old pair of shoes. The brandy I soon disposed of, but the shoes were too large, so I could not wear them.

When we reached the city the gendarme said : "Englishman, you must beg through the city; it is the custom for prisoners to do so." I did not like the job, but, having had the glass of brandy, I took Dutch courage and doffed my old hat and went from one side of the street to the other as long as I could reach the doors or windows, and what do you think the result of my day's work was ? Why, the monstrous sum of six-pence-halfpenny ! However, that itself was a great help to me for several days. I roughed it pretty well with my French comrades until we came to St. Denis, where I fell in with an American called Edward Bogardes, one of New York, who had left his ship in France to go privateering ; but the French were so hard driven for sailors to man their navy, that they took him out of the privateer and put him on board a ship-of-war, but he continually ran away. At last they put him into a rigging loft ; but there he would not stay, and at length they sent him to Toulon, so that I had his company until we came to the City of Gap, on the Alps, about four days' march from Toulon and four days' march to Briançon.

My friend the American, when I fell in with him, was a stout jolly sailor, having lately come from good keeping on board ship ; but when we parted he was like a jacket set on a pole.

When we reached the City of Lyons, we received

very different treatment to what we had on the road before, getting not only good bread, but soup, twice a day served to us by the Sisters of Mercy. They were accustomed to beg the city for the prisoners, and receive the offal from the houses of the gentry and make it into soup, bringing it into the prison in large pails. Directly they entered the ward, everyone was obliged to kneel down while they made a long prayer, and those who did not kneel they would severely reprimand, and very likely they would get no soup. The Sisters would also bring in old clothes, and give them to whom they would. I had only a thin pair of trousers, and, as it was very cold, I begged hard for a pair of breeches, but could never get them.

Before we arrived at Mâcon we were a very long string of prisoners, all chained together round the neck with a small chain. They made it a practice if any Englishmen were of the party to put them in front. It so happened that I was the last man in the train, and when they unlocked the chain from the others they could not unlock mine, so wanted me to sleep all night with a long chain attached to me and round my neck ; but I kicked up a loud shindy about it, and at length they held my head down on a large stone and beat the chain off with a hammer.

It was now near Christmas, and the weather bitterly cold. They kept us several weeks at Lyons, and then sent us to Grenoble, where we stayed some time. I think they purposely kept us on the road a long time in order to prepare quarters for us at Briançon, which we found to be the case on our arrival there ; we were eight days marching from Grenoble to Briançon by way of Gap and Embrun.

I left Boulogne the latter part of September, 1811,

and did not arrive at Briançon until March 1, 1812, so had been laying about in jails and on the march nearly six months. I found on my arrival a bomb-proof building in a large citadel set apart for deserters and for the scum of every depot in France. There was a place near Frankfort on the Rhine called Bitche, set apart for some years for all criminals from every depot, and a most horrible place it was. In order to fortify this place the prisoners were sent to Briançon, and the building in which they were placed was named the Bitche Building, and here I was confined for nearly two years.

It was a small barracks on one side of a large citadel, situate on the side of a mountain, the town lying in the valley below. I believe it is the last town in France towards Italy. The fortress was very strong, and there were three others on the mountain above us, the last very near the top, called Point de Jour. We were shut up into different rooms in the corridors during the night; but in the day we had the range of the corridors, receiving the usual allowance of bread and meat, and we prepared our own soup. Our food was chiefly polenta or Indian meal, and part of our bread was made of that meal, which was a very loose kind of bread, and did little service. In each room there was a stove for cooking our victuals, in which we burnt a kind of coal which we were told was taken from the mountains. It was small and slimy and full of brimstone, and we were obliged to make it into hard shot before we could use it. It would burn very well in the dark, but very badly during the day, and sent out a great deal of sulphur, which made us as black as tinkers, and, being without soap, you would hardly know us from real negroes.

It also caused a deal of sickness, especially fever and ague. I was some time in the hospital with that complaint.

In the citadel there were a number of English prisoners, both sailors and soldiers: the crew of H.M.S. *Proserpine*, Captain Otter, taken by the Toulon Fleet; the crew of the *Alacrity* gun-brig, and others that I do not now remember; also many merchantmen taken in the Mediterranean; likewise a number of English soldiers who were taken in Spain. We described them by three distinct appellations—viz., Captain Otter's were the men-of-war's men; Lord Blaney's, the soldiers; and Lloyds, the merchantmen. We had no communication with them in the depot, as there were two sentries walking continually before our building. We were obliged to fetch our own water and carry out our slops once a day, with a strong guard to watch us, notwithstanding which we contrived to elude them.

When my two comrades, Henry Blight and Robert Burns, got well in the hospital at Amiens, they were marched up to Briançon and joined me in the prison. An order came from Paris later on to send the three of us down to Grenoble, the capital of Daupheny, to receive our pardon signed by the Emperor Napoleon, and having arrived there, escorted by a strong guard, we were conducted to the Grande Halle, where sat the Prince of the High Alps and other officers, all in their costumes. They talked to us for a long time about the kindness of the Emperor in granting us pardon, saying that France had done all in her power to have an exchange of prisoners, but the English would not come to terms, with many other things that I have now forgotten. After being told we were par-

doned, and that, if we behaved well in going back to Briançon, we should have our liberty in the depot—which were only French promises—we were marched back, and again locked up in the Bitche Building, being kept there for two years.

The room in which I slept was on the ground-floor of the building. We had a little straw in what they called a *pias* on the floor, with only a single blanket to cover two men, as two slept on one bed. There were two doors locked and bolted, and one small window in each room. The front wall was 9 feet thick, the end wall was not so thick, but built of the same kind of cement; and although we were pinned so close and guarded so well we were constantly planning and plotting schemes for our escape. At first there was only one sentry before the building, and we began to dig a hole under the window, and got it to a very thin scale, which we thought we could get through very easily; but just as we had completed our plan, they put on another sentry, and we were again frustrated. The rope which we had procured for descending the ramparts we buried in the hole, and there it must be to this day, as we nicely plastered up the place again.

Our next plan was to go up the chimney. We could not get through the top as there were iron bars across, but we tried to dig out between the slating and the roof, but found it was all *bomb proof*, and finding we could make no progress, we abandoned our project. We then said: "The hand of time will do a great deal, and we will commence a hole at the end of the wall, and take our time about the work." After being some months about it, we had made but very little progress, as it was all strong cement. The stuff we took care to carry out in our slop-tub every evening, and in the

end we made a good hole. In order to conceal it from the guard we made an *old paper cupboard* to put our *bread* in, but really to cover the *hole*, which did very well for some time, and everything went on quietly.

One night it was blowing very hard and snowing, and we were working in right earnest, thinking the sentries were all snug in their boxes, but it was not so with the one at the end of the building. He had found the weather so bad where his box was that he came down to the end for shelter, and must have heard us through the wall. Without making an alarm he quietly informed the guard, and before we had any warning the outer door was opened, and, being very anxious to catch us in the act, they injured the lock of the inner door, and were some time in getting in. By that time we had cleared away the rubbish and hung the cupboard over the hole, so when they entered everything was quiet. Every man had got under their blanket except myself, and I had an inch of candle stuck against the chimney, and was reading the leaf of an old book. They made every one sit up in the bed until they pricked all round with their swords, but could find nothing amiss, and were about leaving the room when one of them had a fancy to see our new cupboard, which in the hurry had not been well fixed, so down it came, and so you can easily guess the result. They commenced thrashing us with their swords over the naked backs of the men in bed, many of whom were as naked as when they were born; but when we saw they were getting savage, I and three others told them not to beat the people any more, as we were the persons who made the hole. They then vented all their spleen upon us, and after well beating us, we were marched off to the Cashot,

which was a cell under the rampart wall close to the drawbridge.

As I was leaving the room I took my old blanket from the floor and carried it with me until we were entering the Cashot, when one of the gendarmes spied it and took it from me and threw it on the snow, saying : "This is no place for pleasure; get out of this if you can."

The place was so dark we could scarcely see each other, even in the height of day, as there was no window and only a small hole near the roof which let down a little light about midday. We found the cell was cut out of the solid rock, and the roof arched over for strength. There was a building over it, and the inner end over the solid was mason's work to meet the arch. There was no straw to lie on, and only one place that we could find to lie down clear of the water that dropped upon us; but it was useless to complain, and we were not in the least disheartened, passing our time like true Englishmen ought to do—"Hope on, hope ever!"

Our bread and soup was brought to us from the room we had left every day, and in the night we were marched out with our slops. We found that our confinement in the Cashot was to be one solid month, but our motto was "Never despair." We found when speaking loud that there was an echo, which led us to believe that there was a passage somewhere under us; but we could not dig down, not having any tools, until our messmates managed to smuggle to us a cramp out of one of the beams, and with that we made a small pit in the rock, but could get no farther. It served, however, to dip the water out of into the slop-tub.

We then turned our attention to the piece of mason's

wall over the end of the square, and found we could do business there, but where it would lead us to we could not tell. However, we were bound to work, and work we did, especially about the middle of the day, when the soldiers were drilling outside the ramparts. This was our best time for work, and in the course of fifteen days we had got up two large paving-stones, and thought we were outside the rampart wall. We had nearly filled our cell with stones and earth, but they never came to see us all the time we were there, thinking we were safe enough.

The next time they brought our allowance for the day we requested them to bring in our clean shirts and other things we had left in our former room, the news of which spread like wildfire to our room-mates, who at once began a dreadful row, and the Commandant did not know how to quiet them, but at length he got them a little sobered down. As soon as he and the guards had left they were ten times worse than before, when he took the ringleaders, twenty-four in number, and brought them to the Cashot. We heard the row, but did not know what it meant until they came. Finding matters with us to be what they anticipated, they at once went to work in good earnest, not allowing us to do any more. They had felt quite sure we were planning escape by our asking for our things.

At twelve o'clock at night, when all was quiet, the first man that took to the hole was George Richards, and he took down one of the paving-stones and looked about to see where we were, and lo and behold ! we were in the Fort Major's entry. He came down and told us that he could see the Fort Major in his room writing. We waited some time, when someone went

up again, and then all was dark, and we all went into a passage leading to a stable attached to the house, and out of the stable window, to find that we had a high rampart wall to descend.

A few days before we made our exit a detachment of new prisoners, soldiers taken in Spain, were brought to Briançon, and they were served clothes by order of Lord Blaney ; the wrapper of those clothes was given to us to cover us in the night, the only covering we had during our stay in the Cashot. We at once cut this into strips, and made a rope for descending the rampart wall, which was very high ; the iron we had worked with we drove into the ground to fasten the rope to, when we all descended one after another. One of my partners was a big man, a quaker, a Mr. John Cole, of Bristol, who was detained in the country at the time of the breaking out of the war. He said to me : "Williams, for God's sake, help me on the rope ! I am no sailor, and I am afraid I shall fall over." I said to him : "You are a big man, I am afraid you will break the rope."

"Never mind," he said ; "if I break it, I will catch you."

On these conditions I helped him on the rope. It so happened that when he was about half-way down the rope broke, and when I descended he could just reach my feet, and I had to drop into his arms. How the others got down I do not know, but they all did, even two bad fellows who had been put in with us for misdemeanour ; but we would not allow them to go with us when we got clear of the fortification. Accordingly they went back into the prison and gave themselves up, but the guard did not know who they were nor where they came from, until at length they went to

see the Cashot, and then our escape became known, and a cannon was fired to alarm the peasants to look out for us.

No one can cross the Alpine Mountains, but there are valleys between them called "passes," which you are obliged to go through; we did not take the nearest one to the sea, fearing they would think that to be our route, but took the longest distance in order to elude their search.

The first night we went up the mountain as far as we could before reaching the snow, and there fell in with a hut occupied by one woman, who was there tending some goats grazing on the mountain. These she kept to milk for butter and cheese, which appears to be the custom as the snow disappears from the lower part of the mountains. The woman boiled us some milk and bread, but the bread was so hard we could not bite it, and we were obliged to have some potatoes boiled instead. We came down from the mountain as soon as it was dark and travelled on the road till nearly daylight, when we espied a village on the road a little ahead of our party. We thought it best to pass that village before ascending the mountain. When approaching the village our men saw the gendarmes on horseback waiting for our coming, so they turned and kept running. There were several squads of us on the road, and the party with me did not know what they ran for, and I sung out to them: "What are you running for? We are able to take the village." I had no sooner spoken than the horses were upon us. They fired their carbines, and wounded one or two. The man next to me said: "I am wounded, there is a ball gone through my thigh," and called me to see the wound. I went and examined him all over. He was

then lying on the ground, but I could find no blood nor any hole ; he could not stand, and was obliged to be carried to the village, and so was another man who was not hurt at all, but said if they wished him to go to the village they should carry him, and so they did.

The head of the party, who kept running, got clear away for the time ; but the rest of us were put to the village and ordered to strip and go to bed. We stripped off our clothes, which they began to search, and we asked : "What are you searching for?" They said they heard we were armed. We replied if we had arms they should not have taken us, and they got a little ashamed at this rebuke.

Being ordered to dress as fast as possible, we were handcuffed and marched back again to the Cashot, all except the wounded, who had mules to ride on.

Before they put us in the Cashot, they kept us in the guard-house until they had built up the hole and cleared away the rubbish. When that was finished, we were all crammed into the old cell, but they did not leave us so unconcerned as before, and we had to rough it out in the best way we could, fully expecting that our month would begin anew ; but as soon as the month ended we wrote a line to the Commandant saying our month was up, and hoped he would be so kind as to let us out. He at once sent a gendarme and let us out, without even saying we were bad fellows ; we rather thought he gave us credit for our enterprise.

We were then put into a different room in the building, close to the Commandant's, so that he might hear if we made any stir.

The *Alacrity*'s ship's company every month came to the Commandant to be paid money for having rescued

some Frenchmen who had been put on a small island in the Mediterranean by the Spaniards, and when found were in a starving condition. When the men came to be paid we used to taunt them by asking if they had come for their prize money. You must know that the *Alacrity* had chased a French gun-brig for a long way, and at length got her into a bay, so that the Frenchman was obliged to fight, and after having two or three broadsides, many of the Englishmen—to their shame be it spoken—ran from their quarters; one or more hung themselves over the bows; the Lieutenant hung himself at Briançon, and Moore, the master, went into the French service.

On one occasion the Commandant allowed a party of play-actors to come into the garrison, and they were fixed just opposite the Bitche Building; as soon as they were ready to begin, we opened our black shot battery—viz., round coal balls—on them, and very soon got the victory. We knew we could not be worse off than we were, and we did not fear any colours; and instead of the Commandant being angry with us, he said he could not blame us, as we were punished enough already, though he was not a merciful man.

One night, a little before I left, some English soldiers were in their room playing at cards quietly to themselves, when the sentry (a gendarme) looked in at the keyhole of the door and fired his musket into the key-hole and shot one man dead, and another through the arms, without the least provocation.

After being confined in the building for nearly two years, I had ten francs sent me from my uncle, Captain Sincock, at Verdun. I then agreed with a man called William Perkin, one of Captain Otter's men, to change with me, I taking his name and he taking mine. I was

to give him a new shirt and five francs I had received. Our plan was for me to go out with the watering party in the evening, and he would be at the pump concealed, waiting for me. You must know that the water for the whole fort was received into large tanks from the different barracks of the fort, and then pumped up for use. Our plan succeeded very well, and I was at large in the great depot, but was rather out of my element for some time, having lost my mate. At last I fell in with a man called George Ross, who was keeping a small school, and I saw the school was situated very low down, adjoining the rampart wall. I at once went to school, and the master and I became great cronies, and we made up our minds to do our best during that winter to escape.

Before, however, we brought our plan to perfection, we saw them fortifying the pass on the Station Road in the beginning of December, 1813, and the next news we had were orders to march away as soon as possible, in order that they might have the fort ready.

We began our march a little before Christmas Day ; the cold was intense, and, after being shut up so long, we found it very severe. Being so badly clothed, many got frost-bitten, and many others sick, so that the hospitals on the road (where there was room) were obliged to take them in. Often they could not do so, having so many sick and wounded of their own coming in waggons full every day.

Our orders were to go to a place called Meubeuge, in the Netherlands, as far north nearly as they could send us, and prisoners from the northern depots were ordered to Briançon, so that the different parties crossed each other daily on the march. On our arrival at Meubeuge we were put into a barracks that had

formerly been a depot for Spanish prisoners. We had liberty to go into the town to buy what we wanted.

We arrived at Meubeuge on the 18th of January, 1814, about 1,500 British prisoners of war in all, and were put into a large barracks—nineteen men in each room—having our usual allowance from the French, and one bundle of straw for each man to lie on, but no covering, although the weather was very severe, and no wood was given us for fire to cook our victuals with, so we were obliged to take part of our bed each day for that purpose.

One day as we were endeavouring to cook our dinners we were surrounded by a file of soldiers and ordered to march out in line. They then conducted us to two subterranean vaults under the ramparts, one half of our number in each vault. It put me in mind of the children of Israel going out of Egypt with their kettles, kneading-troughs, etc. We could not assign any reason for this desperate affair, neither could the inhabitants of the town, but conjectured that our friends, the Allies, were very near us. Be that as it may, we were the sufferers, and never did you see so much distress as was experienced in that dark, dismal dungeon. The groans and cries of the people would pierce your heart; we had not even room enough for all to lie down at one time. There was a door at one end, with a guard outside, and they kept us there for forty-eight hours; it could not be much inferior to the Black Hole at Calcutta. After being there one night, I and two others found a dark passage, but where it led to we could not tell; but we crept through it on our hands and knees until we came to a small hole with an iron bar across it, and we found it looked out into the ditch of the ramparts. We could

not get through on account of the iron bar ; but we stayed there some time to have a little fresh air, then retreated to our wretched dungeon and endeavoured, without success, to obtain something to dig out the bar of iron at the end of the cave.

We petitioned the authorities for our deliverance several times, telling them we could not possibly live there many hours ; and, after being there forty-eight hours, they offered conditions which were that we should, when let out, rail ourselves in to a certain place, they finding the rails and we the labour. We consented to these conditions, and were liberated. Very little of this work had been done when we received orders to proceed to Tours, in Touraine.

On the 25th of January, 1814, we started for our new destination, the weather being very severe, many having no shoes, and others no shirts, and the rest of our garments much tattered, with a very scanty allowance of food, and then it was I found the need of a strong nerve.

We were paid tenpence per man before starting, which was to find us food for four days, as we could not have anything more until we arrived at the next Commissary town.

We were 1,792 British subjects who left Meubuge on this morning, besides several thousands of Spaniards going the same way. We arrived at Landrecy at 6 o'clock p.m., having marched twenty-four miles, with a heavy fall of snow. We were well fatigued, and hoping we had finished our day's march, but, to our great mortification, were ordered to a village four miles farther on.

Four or five of us agreed to leave the town and seize upon the first house we came to. Accordingly,

when we came to a house a little distance from the town, we entered and lay down on the kitchen floor, but felt so cold that we could not sleep. We therefore left that house and found another, a farm-house, where we agreed to give the mistress a sol each to be allowed to sleep in the barn on some straw, which was a great treat.

In the morning, being much refreshed, we started for the City of Cambray, and on arriving at the town of Cateau—the head-quarters of the Duke of York at the Siege of Valenciennes in 1793—we were halted until the whole of our party arrived. Here we joined 800 prisoners from Valenciennes and 100 from the depot of Cambray, then mustering 2,600 British subjects, without a guide to show us the way to the next town, the streets being crowded with the sick and wounded from the French Army coming in covered carts every hour of the day, also a great many Russian prisoners. On account of the number of prisoners and troops passing, the bakers could not bake fast enough to supply our allowance of bread. We were consequently kept until 3 o'clock p.m. before we could get served. When the bread was baked it was thrown up to the multitude that were waiting, and those who could catch a loaf were best off. I and my partners got one three-pound loaf between us, which we devoured in the street. It was extremely cold and we were very hungry, and had then twenty-seven miles to go to a town called St. Quentin.

At this place there is a canal said to have been made by Spanish prisoners of war. I was informed that 1,500 of them were constantly employed, and that unless they worked they were not given any meat. The canal is very much below the surface of the sur-

rounding country, and on one occasion a large piece of ground gave way and buried a number of Spaniards with some French. Here we were put into a large church with many Spaniards, and had four days' bread served out, with orders to proceed to the town of Ham, fifteen miles from St. Quentin. At this place we were put into a stable and had plenty of straw, with permission to walk about the town ; but we had not much desire to see fine things, as we were badly fed and the weather was very severe. We were, however, very much refreshed from having plenty of straw to lie on, and slept well.

Next morning we were ordered to a town called Noyon, and were there billeted on the inhabitants. My cousin, John Short, and I had a very good reception from an old lady who gave us plenty to eat and drink and a good bed at night. Here we saw a handsome little church, and, staying with our good lady another day, were well treated.

We then had orders to go to a town called Compèigne, distant eighteen miles. You must observe that we were without guards or guides to show us the way. When we arrived at this town we were not allowed to stay, but were ordered to a village called St. John Aux Bois, about six miles farther. It was now coming dark, and we had to go through an extensive wood, which they said was much invested by wolves. We were about thirty in number, including a woman with two children, and some sick in a cart. We arrived safely, after a journey of about thirty miles, at nine o'clock. We were told the wood contained 32,000 acres.

Calling on the Mayor, he compelled the inhabitants to lodge us for the night. I and my partners had a dish of milk and bread and a good bed for the night.

The people of the village would scarcely believe we had crossed the wood at night, as they would not dare to do so for fear of the wolves.

We began our march the next morning very much refreshed after our night's rest, being ordered to a village called Monteul. We passed through a fine town called Crépy, about nine miles from the last village. Here we found the people very hospitable, but possibly owing to fear, as they were continually inquiring about the Cossacks, whom they appeared much to dread. We arrived late at night, after marching eighteen miles in very cold and severe weather. On calling upon the Mayor we were billeted as usual for the night.

The next morning we were ordered to Meaux, about nine miles distant. When we arrived at this place we found my old prison mates from Givet, who were in a most deplorable condition, many of them lying ill of fever, and one or two dead. We called on the Mayor for billets, but he could not supply us, having so many already in the town, and ordered us to a village called Chaum; but when we arrived we were no better off, being obliged to proceed to another village, three miles farther, called Contevroult, which made our day's journey twenty-four miles.

It was dark when we arrived, and we were well tired; but thanks be to Providence we received a good billet, supper, a jug of wine, and a bed.

The next morning, after breakfast, we proceeded to Melun, where we could not be billeted, and were ordered back to a village called Montereau, being four, six, or ten to a billet, and they were obliged to find us provisions by an order from Paris only about twenty-four miles distant, I and three others

were located at a farmer's house, where we had good rations and a good bed.

The country people were now obliged to find the military, as well as the prisoners, with necessary food and lodgings.

On the following day we were ordered back to Melun, and there received from Captain Sir Thomas Levi, of H.M. frigate *Blanche*, thirty sols per man.

The inhabitants were in great consternation for fear of the Cossacks ; they destroyed the centre arch of the bridge over the Seine, and had fixed *chevaux de frise* in all the main roads to retard the enemy.

February 7, 1814.—About eight o'clock this morning our orders were to go to Fontainebleau, but on the road the order was countermanded, and we were sent to a town called Melly. We believed then that the Allies were not far from us. This was a most severe day's march. The roads were cut up by the constant traffic of waggons, baggage, and troops going over them. We were compelled to travel many miles across the fields and by-paths, and after having travelled nineteen and a half miles we arrived at Tusson, billeted at a farm-house, and had good fare.

February 8.—Ordered this morning to go to a town called Pethivers, about fifteen miles ; found the roads the same as yesterday, but arrived safely, and had our usual billet.

February 9.—This morning we were ordered to Nieuville, about fifteen miles. On arriving we could not be billeted, and were obliged to go to a village called St. Launt, three and a half miles farther, where we got our billet all right, and went to bed well tired.

February 10.—This morning we were ordered to the City of Orleans, and walked a great part of the way

through the well-known forest of that name. When marching through the streets of the city we made them ring by singing English songs. In the great square of Orleans we saw erected on a pedestal the statue of Jean d'Arc, or the Maid of Orleans. It is a large brazen statue. Her attitude seems to depict her as making an assault, her left hand supporting a flag, and her right hand as if unsheathing a sword. We visited the beautiful cathedral, which has never been finished. There are some beautiful paintings on glass, some in oil colours, and we saw some fine wooden figures, also the full figure of a man, in one of the seats, lying on his back, with his head nearly severed from the body and the blood streaming from the wound. I think they told us it was the figure of St. Martin. We marched this day twelve miles, got a good billet, and went to bed. Next morning we were all assembled in the Grande Square at ten o'clock, and were reviewed by a number of military officers, and were told we should stay in our present quarters for the day; but at four o'clock orders came to send us away immediately, and officers were appointed to see the work done. We were ordered to a town called Baugances, and marched on a very bad road, cut up by troops and waggons. The latter part proved much better. We arrived at the town greatly fatigued, having marched eighteen miles; about 800 prisoners in all, for whom they could not find lodgings. I induced a landlady to lodge myself and my cousin in a stable by paying five sols each.

February 12.—Early this morning we began our march for Blois, and upon our arrival we found 1,500 British prisoners and a great many officers, both naval and military. On entering the town a guard took

possession of our party and conducted us to an old stable close to the town jail, and a sentry was placed over us for the night to prevent us from going about the town. We found the reason for this was that some members of a former party had behaved very badly to the inhabitants, and a man by the name of MacClagan, an Irishman, got run through the back with a sword and was put to the hospital. We had marched this day twenty-four miles, and were well knocked up.

February 13.—This morning we began our march for Ambroise, passing through a beautiful country of vineyards. The town is situated on the left bank of the River Loire. Having marched this day thirty miles, before starting we had a three-pound loaf from the Government—the first for a long time—and fifteen-pence per man from the English Committee. Being informed that the town jail was a horrid place, my cousin and I went and hired a bed, for which we paid ten sols each. We had purchased two pounds of pork and gave it to the mistress to fry, but in so doing she contrived to steal one-half; but we were afraid to complain, dreading our being sent to the jail for the night.

February 14.—This morning we started for Tours, in Touraine, and after travelling eighteen miles we arrived about 4 o'clock p.m., marching through a very fine country. Our day's march was chiefly on the left bank of the River Loire; on the right bank are some curiously constructed houses, some of them two and three stories high. It appears they cut the size of the house out of the solid rock, and then build up the front; the chimneys are just level with the field behind the houses, which have no roof in sight. The country seems to be composed of free stone. We crossed a bridge with a great many arches, and were ordered to

muster, and to take up our lodgings in stables. Finding very little straw, we asked the Commandant for more, but received a very offensive reply, which was to the effect that could he have his will he would deprive us of what we had already, and that we could lie on the bare stones, which was good enough for Englishmen. One of my old prison mates found an inscription when on the road with these words inscribed :

" Immortal honour to the Conqueror of Egypt and Italy, and eternal hatred to the English Nation."

February 16.—This morning we received orders to proceed to Riom, nineteen of the party very ill and obliged to go to the hospital, the weather being very severe. Each man received fifteen sols, three pounds of bread, and threepence-halfpenny from a Captain Garret, of the East India Service. We believe he was an appointed agent from the Committee at Verdun. Riom lies 260 miles in a south-easterly direction from Tours. Our number now amounted to about 800 men. The first town we reached was called Cormary, distant fifteen miles, and we were again billeted on the inhabitants, having a good one for my cousin and myself. He was here taken very ill, and I had him put to the hospital, and left him there. Next day we came to a town called Chatellon, distance twelve miles, billeted as usual. The following day we arrived at Buzançais, distant fifteen miles, billeted as usual, but very bad fare. Next day marched to Chateauroux, distant twelve miles, where we received 3s. 2d. to take us three days farther; purchased a small piece of meat and had it cooked, and obtained a very good bed.

The next march took us to a town called Argenton,

distant twenty-one miles ; billeted as usual, extremely cold weather. The following morning began our march for Arguraine, the weather still very severe. The people were very poor, but civil ; had a very good bed.

Next morning started for a place called Guéret, distant twenty-one miles, where we received from the Commissary 4s. 10½d. to take us to Riom. At Guéret I called on a gentleman named Ellis, being informed that he was appointed to relieve all Englishmen who passed that way. After a very severe scrutiny he paid us 1s. 3d. per man. This town is now a receiving depot for all British officers, who now numbered 1,500. We went to our billet, and had a good bed. Proceeded again for a town called Chenerailles, eighteen miles from Guéret ; called on the Mayor for our billet, but had a very ordinary reception and bad lodgings.

Next morning started for Aubusson, distant twelve miles. On our arrival we called on the Mayor for our billet, but on reaching the house could gain no admittance, so went again to the Mayor, and had a new billet. We went into the town to purchase something to eat, and when we came back the door of the house was locked, and we could gain no admittance. After staying in the street for some time, one of the inhabitants saw our condition, and requested us to obtain a billet for his house, and here we had supper and a good bed.

The following morning started for a town called St. Avet, distant eighteen miles. The country was barren, and the inhabitants seemed very poor. We called on the Mayor, whom we found thatching a house ; received a mean billet, and very ordinary bread, chiefly composed of rye. Here they make

their loaves very large, I should think forty or fifty pounds. Left next morning for Pougibeau, distant ten miles; arrived in good time, had our billet as usual, and went to bed well tired.

March 1, 1814.—We arrived at Riom after a very severe day's march, and experiencing many snow-storms, which blocked the roads, so that we had great difficulty in keeping the beaten path. We were put into a monastery with about 1,000 others, and half a mile from us there was a nunnery, where they put 400 more, chiefly old men and boys. We had the liberty of the town all day, but were locked up at night, but with no guards over us. The Government found our daily rations, and the inhabitants bed and bedding. This town is situated in a splendid valley, surrounded by a chain of mountains, which includes the town of Claremont, near to which stands a beautiful mountain in the form of a sugar-loaf, very high, but not large at the base. In this valley everything that the heart can wish is in abundance, the sides of the mountains are covered with vineyards, and the valley or plain is full of fruit-trees of all descriptions. The price of—

| | | | | |
|--------|-----|-----|-----|-------------------------------|
| Wine | ... | ... | ... | 3d. per quart. |
| Apples | ... | ... | ... | 12 for $\frac{1}{2}$ d. |
| Brandy | ... | ... | ... | 6d. per quart. |
| Bread | ... | ... | ... | 1 $\frac{1}{2}$ d. per pound. |
| Beef | ... | ... | ... | 2 $\frac{1}{2}$ d. per pound. |

And frogs innumerable, brought to market every day alive in long baskets, carried by the women on their backs, as the women of Newlyn carry their fish to the Penzance market. The frogs are prepared for sale in the following manner: First taken out of the basket one at a time by the women; then, with a pair of

scissors, they cut off the two hind-legs from the body ; then strip off the skin over the feet, and cut off that with the feet. When that is done they are strung on a string for sale, being sold for threehalfpence per hundred, when they resemble two legs of a bird. There are proper nurseries for the frogs in the rivulets of the plain, the spawn is taken up wherever they find it, and is carried to the preserves. The fishing for frogs is with hook and line, like fishing for trout.

The town of Riom is beautifully laid out, the streets are all at right angles, and at every corner there are shoots or fountains of water.

After being here four or five weeks, we were alarmed one night at the noise in the town, and we could not imagine the cause. At length someone came to the monastery and liberated us, and you may be sure we were not long in joining the dance. Of all sights, this was one I shall never forget. The town was illuminated, and every sign that had the appearance of Bonaparte on it was torn down, and the white cockade placed in every hat or bonnet. A general dance took place through the town, and everyone tried to catch an Englishman for a partner. We were informed that Napoleon had abdicated the throne, and that a general peace had been proclaimed. After a jovial night we retired to bed ; but you may be sure we did not sleep, being in hopes to be soon on our way to England.

Next day every one prepared for the march ; but, to our great mortification, countermanding orders arrived—the news we had received was not true. Orders then came to march us to a place called St. Fleurs, which they said was nineteen days' journey, towards the Mediterranean. We found that the Austrians were within eight or nine miles from us,

so we had to make a circuitous route to avoid them. Although the weather was quite warm in this beautiful valley, the mountains were covered with snow. When our orders came to march, I said to my comrades, "I shall not go with the party;" and *I tore my blanket in two pieces* and wrapped one half round my body, and I found it a very great comfort indeed during the remainder of our march. Eight of us agreed to leave the party and do our best to reach the Austrian army, and we then took to the mountains.

After walking ten or twelve miles, we halted on the side of a mountain for the night, and we saw the lights in the Austrian camp. Shortly afterwards we were discovered by a French picket, and, after demanding who we were and where we came from, he told us he was a German in the French service, that there was a river between the French and the Austrian army, and that we should be in great danger if we attempted to cross the river, and if found by the French we should be regarded as spies. He said further: "We shall risk a battle here to-morrow, and if beaten we shall go against Lord Wellington, when, if I find an opportunity, I shall join him."

We accordingly stayed there all night, and in the morning we saw the French army retreating without risking a battle; so we took the soldier's advice, and, as soon as the French army got ahead of us, we followed into the village, and demanded of the Mayor our billet, for we were very hungry and tired; but we could get neither billet nor bread on account of the troops. We gave a woman one sol each to sleep in her stable, and the next day went to the Mayor again, but received the same reply as before. He told us he would give us a letter to the Mayor of the next town,

but gave it no name. That letter, however, enabled us to draw rations and a billet until we arrived at Guéret, the depot of the English officers.

April 14.—To-day we fell in with 1,800 Russian prisoners, and on the 16th of April we set off for Guéret. At the first stream of water we came to we sat down and had a good meal from a piece of corned beef given us by an English gentleman living at the village, which was the first mouthful of beef I have taken since the 24th of January.

After reaching the town of Guéret, we were ordered to a farm-house one mile on the road, slept in the barn, and remained here next day. We went into the town, saw the Commissary, and received our regular allowance, staying here the next day.

On the 19th the town was illuminated, and the inhabitants were in great glee. A large party of prisoners arrived on their way to Bordeaux, and our small party were attached to them.

April 20.—This day every man received from the Rev. Mr. Gordon the sum of 6s. 8d. to put us to Bordeaux, which is thirteen days' march, or 231 miles. We also received an allowance of bread from the French, and marched away in first-rate spirits, although it was a very rainy day, and we were well soaked.

After marching twenty-one miles we got in late at night to the town of Bourgenuf, were pretty well lodged, but they would not dry our clothes.

April 21.—To-day we had to put on our wet clothes and set off for a town called St. Leonard. Refreshed at the half-way house, wine and bread very good and cheap. I and a few others arrived early; but the Mayor would not give us billets until the whole party arrived, although it rained hearty all the day. At a

late hour we got our billet and went to bed in good spirits, hoping soon to see a Red Coat.

April 22.—This morning we began our march for the town of Lamoge, which is twelve miles from the last place. Here we saw the Bourbon flag flying on all the principal edifices and churches. We made the usual call on the Mayor for our billets. My cousin and I were sent to a baker's; he well supplied us with bread, cheese and wine, and a good bed.

Saturday, April 23.—This morning we started very early in order to make a good day's march, when we arrived at Challons. We called on the Mayor for our travelling money from the French. We received our allowance of bread, but could get no money, the Mayor telling us that no person would advance any money even to pay their own soldiers. We had then walked twenty-four miles. Going into a wine-house we had a good breakfast; bread very cheap, wine fourpence the litre or quart, and then continued our march until we arrived at Tivers, twenty-one miles farther, making this day's journey forty-five miles. We had our billets as usual, and went to bed well tired.

April 24.—Sunday morning we could not lie by for the day, being anxious to get out of the country, so began our march early, and after travelling twenty-four miles arrived at the town of Perigueux about noon. Here we purchased a leg of pork, nine pounds, for 2s. 1d., had some bread and wine, and were well refreshed. Then we continued our march for St. Jean d'Eau. Being very tired, we halted for the night, called on the Mayor, got a good billet, had supper, and went to bed, having marched eighty-four miles in two days.

April 25.—We left our lodgings early this morning,

and after travelling six miles we came to a town called Mucidan, when we thought it too great a task to walk two stages in one day ; so, after going nine miles farther, we came to Montpont, where we had some refreshment and continued our journey, arriving at length at a village named A la Rue, fifteen miles from the last town, making our day's march thirty miles, got billeted, and lodged in an uninhabited house. In the last three days we had marched 114 miles.

April 26.—We set off this morning with our hearts full of glee, knowing we were soon to be released from slavery. We had far out-walked the whole party. After travelling twelve miles we arrived at Le Bourne, when, on entering the town, we were conducted by guards to the Commissary, and from thence to the soldiers' barracks, there to stop until the next morning, the reason being that there were French troops stationed between that town and Bordeaux, and they would not allow us to pass without an order from the Commissary. This annoyed us very much, as we intended to reach Bordeaux that night ; the inhabitants were much concerned about it, as they feared the war was not yet over. We had our rations of beef and bread served us, and were paid five sols each for our bed. Here we found thirty more Englishmen from other detachments.

April 27.—This morning we assembled at the Commissary's house to get our passports for Bordeaux. We waited some time between hope and fear, well knowing the uncertainty of a Frenchman's word of honour. At length the joyful shout was raised, "Liberty ! Liberty !" We had not gone more than three miles before we met the French picket, and were interrogated by the officer, to whom we showed

our pass, and were allowed to go on our march. Eight hundred Spanish prisoners left the town the same time as we did for Bayonne. After marching one league more, we were stopped by another French guard. Having now arrived at the River Dordogne, we crossed in a ferry-boat, but no fee was demanded. We then began to be in high spirits, expecting every moment to see a Red Coat, as we knew that Lord Wellington was at Bordeaux. We had not gone far before we met two English Dragoon officers, who gave us a hearty welcome, and congratulated us on our happy release from ten years' captivity. We told them to cut up the gendarmes, as they had been our greatest enemies. They told us they had done so a few days before, and had driven a great many of them into the river. We soon saw some English soldiers posted near a village. They looked greatly fatigued, and their clothes shabby after their long campaign in Spain.

At length we arrived on the bank of the River Garonne, opposite the City of Bordeaux, and were then conveyed across by a ferry-boat, again without paying a fee. When we got into the city we found it occupied with English troops, the citizens being as much pleased at what had transpired as ourselves, and showed us every kindness. We called on the Mayor, and were billeted two in a house, my cousin and I being billeted on an old lady in a very grand house—I think it was five stories high. She provided a good supper, but we were not able to eat much, having previously on our arrival met a few comrades at a wine-house, and had a good supper and enjoyed ourselves with them, all hoping soon to see our native land.

April 28.—We called on the English Commissary and received orders for one and a half pounds of bread and one pound of beef per man; went to the slaughter-house for our beef, but were served very scandalously by the English soldiers, for, although the meat was of excellent quality, they would give us nothing but scraps, neither would they lend us a knife or cleaver to divide it. Had we been more in number we should have shown fight, but being outnumbered were obliged to bear with the insult.

About midday forty of us were put on board a small sloop and sent down the river eighteen miles; the ebb tide being done, we anchored for the night. In the morning before day we weighed anchor and sailed down the river until we arrived at Pauliac, where we found several transports, and were put on board the *Dartmouth*, being served with full allowance of bread and beef.

April 30.—At anchor at Pauliac, put on allowance six upon four, like the Marines when on ship-board. We made our complaint to a Lieutenant of H.M. frigate *Belle Poule*, who communicated with Admiral Penrose, who had his flag hoisted on board H.M. sloop *Porcupine*.

May 1.—All the *Dartmouth's* people were drafted to the *Lord Wellington*, about 350 in all, with orders from the Admiral to give us full allowance.

Monday, May 2.—Weighed anchor from Pauliac sailed down the river, and brought up a few miles from the mouth of the river.

May 3.—Drafted again this day from the *Lord Wellington* on board the *Suffolk* transport, making our number on board 390. To-day a boat from H.M. cutter-brig *Challenger* came to enter men to serve on

the coast of America. Several men enlisted for that service. They were not allowed to force us into the naval service by an Act of Parliament.

May 4.—Weighed anchor to-day, seven transports, with about 1,500 released prisoners on board, under convoy of H.M. Brig *Martial*, fine breeze, wind S.E. by S., bound to Plymouth.

May 9.—Looking out hard and sharp for land, at 2.30 p.m. saw the land right ahead. Wind now S.E. by E. on our starboard tack. We fetched in about Mouse-hole Island in Mount's Bay; one of the officers on the quarter-deck hail'd a boat to come alongside for him. In doing so several of the men, including my cousin, John Short, and my constant companion, Henry Blight, jumped in also, and were conveyed on shore; but our Captain would not let anyone leave the ship, as his orders were to put us to Plymouth. We tack'd ship and fetch'd St. Michael's Mount. We then took possession of the ship and *let go the anchor*. The officers did not attempt to stop us. In the night a boat came alongside to inquire if any of their friends were on board. I and a few more soon got into the boat, as we had not much luggage. We were landed on Marazion Beach, and from there conducted to the nearest public-house, and treated like lords. As soon as I had taken what was needful for the journey I started for my dear home, and reached St. Ives about one o'clock in the morning on the 10th day of May, 1814; to my great joy found my dear old mother alive and well. You may well conjecture the joy she manifested at seeing her only son, who had been absent from her ten years and five months.

In taking a retrospective view of the many and dangerous scenes I have passed through in an enemy's

country, I have great reason to thank the Almighty for His watchful care over me, for having brought me safely through the various vicissitudes, calamities, difficulties, and distresses to which I have been exposed during my adventures ; and after having travelled upwards of 3,000 miles in chains, lodged in dungeons, and very frequently suffered hunger and thirst, badly clothed, many times without shoes, and having to march in severe weather for more than twenty miles per day in the midst of winter, and yet, notwithstanding my unworthiness, the Almighty supported me and brought me safe again to my native land in health and strength, both in body and mind, for which I give Him all the praise and all the glory.

COPY OF THE ORIGINAL CONDEMNATION AND PARDON OF THOMAS WILLIAMS AND HIS COMPANIONS

JUDGMENT rendered by the Military Commission formed at Givêt in execution of the Imperial Decree of the 17th of Frimaire in the 14th year of the Republic.

For and by the Emperor of the French, King of Italy, Protector of the Confederation of the Rhine, Mediator of the Swiss Confederation, etc., etc.

This sixteenth day of March, one thousand eight hundred and eleven. The Military Commission formed by virtue of the Imperial Decree of the 17th of Frimaire in the 14th year composed conformably to this Decree of Messieurs—

Fonton, Chief of the Battalion, sous Director of Artillery, Member of the Legion of Honour, President.

Hubert, Captain of the 34th Regiment of Infantry, Member of the Legion of Honour.

Peyren, Captain of the 34th Regiment of Infantry, and Member of the Legion of Honour.

Navarre, Captain of the 34th Regiment of Infantry; and Sainton, Captain quartermaster of 34th Regiment of Infantry, Member of the Legion of Honour.

M. Dondor, Member of the Legion of Honour, Lieutenant of the Imperial Gendarmerie of the Department of Mont Tonnerre, doing the functions of

Reporter and Imperial Procurer. All nominated by Monsieur Lascoste, General of the Division, one of the Commanders of the Legion of Honour, Commanding in Chief the Second Military Territorial Division; assisted by Gamant, Horse Brigadier of the Imperial Gendarmerie of the Department of the Ardennes, Register appointed by the Reporter; and Howlet, Prisoner of War, who was sworn to accomplish his charge faithfully.

The above mentioned, according to the terms of the 7th and 8th Articles of the Law of the 13th Brumaire, in the 3rd year of the Republic, are not related nor allied neither of them nor prevented in the Decree prohibited by the Constitution.

The Commission convocated by the order of Monsieur Ledee, General of Brigade, Officer of the Legion of Honour, Commander at Arms of the places of Charlemount and Givêt, assembled in the grand hall of the hotel of these towns, in order to judge—

1st. Henry Blight, aged 30 years, gunner of the *Recovery* privateer, native of Ludgvan, County of Cornwall, in England, 1 metre, 71 centimetres high, light brown hair and eyebrows, blue eyes, full coloured face, ordinary nose and chin, middling mouth.

2nd. Thomas Williams, aged 24 years, apprentice on board the merchant ship *Friendship*, a native of St. Ives, County of Cornwall, England, 1 metre, 62 centimetres high, hair and eyebrows chesnut colour, full coloured face, lightly marked with the smallpox, slight nose, dimpled chin, and middling mouth.

3rd. Robert Burn, aged 19 years, apprentice on board of the merchant ship *Blenheim*, a native of Beverley, in Yorkshire, England, 1 metre 69 centimetres high, hair and eyebrows dark brown, blue

eyes, full coloured face, slightly marked with the smallpox, pointed nose, round chin, middling mouth.

All three prisoners of war, detained in the dépôt of Givêt.

The Sessions being opened, the president causes to be brought and placed before him by the Register on the Bureau, an exemplary of the Laws of the 9th of Prairial, in the 3rd year, and of the 13th of Brumaire, in the 5th year, and of the Imperial Decree of the 17th of Frimaire, in the 14th year, and afterwards demanded of the Reporter the Lecture of the Report of the verbal process of Information and generally all the people as well for the defence of as against the accused to the number of five.

This lecture being finished, the president ordered the guards to bring forth the prisoners, who were introduced free and without irons before the Commission. The accused persons on being asked their names, age, profession, place of birth and rank, answered—

1st. Henry Blight, aged 30 years, gunner, native of Ludgvan, County of Cornwall, in England, prisoner of war of the dépôt of Givêt. 2nd. Thomas Williams, aged 24 years, apprentice, native of St. Ives, County of Cornwall, in England, prisoner of war of the dépôt of Givêt. 3rd. Robert Burn, aged 19 years, apprentice, native of Beverley, in Yorkshire, England, prisoner of war of the dépôt of Givêt.

After having made known to accused the facts laid to their charge, and caused them to be interrogated separately by the organ of the President, who heard the Reporter in his report and conclusions, and the accused in the means of their defence as well by those as by their official defender, who, having declared that they had nothing more to add in their defence, then the President asked the members of the Com-

mission if they had any observations to make, to which they answered in the negative, and before he called the votes, ordered the defender and the accused to retire. The latter were reconducted by their escort to the town prison. The Register and the citizens withdrew at the request of the President, the doors being shut, and no one present with the Military Commission but the Reporter and Imperial Procurer. The President stated the following questions :

1st. Henry Blight, as above mentioned, accused of having deserted. Is he guilty ?

2nd. Thomas Williams, as above mentioned, accused of having deserted. Is he guilty ?

3rd. Robert Burn, as above mentioned, accused of having deserted. Is he guilty ?

The votes having been gathered by beginning with the inferior in and the youngest in each rank, the President giving his last, the Military Commission unanimously declared that Henry Blight is guilty, and by the majority of 5 voices to 4 that Thomas Williams and Robert Burn are guilty ; on which the Reporter and Imperial Procurer made their request for the application of the penalty.

The votes, gathered again by the President in the same form as above, the sentence was made public. The Register retook his seat. The President pronounced publicly and with a loud voice the following judgment.—The Military Commission, doing justice to the request of the Reporter and Imperial Procurer, unanimously condemns Henry Blight, and by a majority of 5 voices to 4. Thomas Williams and Robert Burn, prisoners of war, of the dépôt of Givêt, to suffer six years in irons, and to reimburse all the expenses of the trial, according to the 1st article of the Law of the 9th Prairial, in the 3rd year, and to the Ministerial Letter of the 14th of July, 1807.

Thus: Law of the 9th of Prairial, 3rd year, 1st Article, Any individual made prisoner of war by the armies of the Republic, or detained as such who without permission from Government shall quit his place of detention or residence, shall suffer six years in irons.

MINISTERIAL LETTER OF 14TH JULY, 1807

Every judgment of a Military Commission or of a Permanent Council of War, condemning any person whatever, shall pronounce at the same time that the person condemned shall reimburse to the profit of the public treasure all the expenses of his trial and condemnation. It is likewise ordered that 100 copies of this present judgment shall be printed and distributed. The Reporter is to read the present judgment to the condemned persons in presence of the guard assembled under arms, and to put it in execution immediately.

It is likewise ordered that according to the 39th article of the 13th of Brumaire, in the 5th year, by the President and Reporter, a copy of the present judgment should be sent to his Excellence the Minister of War, and another to the General of the Division. Done closed and judged at the same sitting in Public Session at Givêt the same day, month, and year, as above, and the members of the Commission, with the Reporter and Register have minuted the present Judgment.

(Signed) NAVARRE, SAINTON, PEYREN,
HABERT, FONTON, President;
DONTOR, Reporter; GAMANT,
Register.

And the same day the present judgment has been read to the condemned persons in the presence of the guard by the Reporter.

(Signed) DONTOR.

By a copy confirmed the Register of Military Commission, Gamant; and the Reporter of the Military Commission, Dontor.

COPY OF THE ORIGINAL REPRIEVE GRANTED
TO THOMAS WILLIAMS BY NAPOLEON,
EMPEROR OF THE FRENCH

Napoleon, by the Grace of God and the Constitutions of the Empire, Emperor of the French, King of Italy, Protector of the Confederation of the Rhine, Mediator of the Swiss Confederation, etc., etc., etc.

To the first president, presidents, and counsellors, composing our Imperial Court at Grenoble.—We have received the demand which was made to us in the name of Thomas Williams, English seaman, prisoner of war, condemned by a Military Court Martial, sitting at Givêt, dated 16th March, 1811, to the punishment of six years in irons, for having eloped from the dépôt of Givêt, detained at Briançon, in order to obtain our pardon, and having observed that divers circumstances might incline us to make him sensible of the effects of our clemency, we have reunited in a Privy Council, in our Palace at St. Cloud, the 4th of August, 1811, our Cousin, the Prince Arch-Chancellor of the Empire, the Prince Chief of the Departments beyond the Alps, our Cousins, Prince Vice-Elector, Prince Vice-Constable; the Duke of Massa, Great Judge Minister of Justice, and Feltre, Minister of War; Count Dacres, Minister of Marines; the Count of Lacepede, Minister of State, President of the Senate; Count Boulay, President of the Legislative Body; and Deformon, Minister of State, President of the Section of Finances; Count Garnier, Senator, the Counsellors of State; Count

Muriare, First President of the Court of Abrogation ; Count Merlin, Counsellor of State ; our Chief Solicitor in the same Court ; and after having heard the Duke of Massa's report and the advice of the other members of the Council, everything seen and examined, choosing to prefer mercy to the rigour of the law, we have declared and do declare to forgive the said Thomas Williams, fully and entirely.

We command and order that these presents, sealed with the seal of the Empire, be presented to you, by our Chief Solicitor, in the said Court, in public audience, where the offender will be conducted to hear it read, standing, and his head uncovered, in presence of the officers commanding the gendarmerie at Grenoble ; that the said presents be afterwards transcribed on your registers, by the request of the same solicitor, with the annotation of this margin from the minute of pronouncing his condemnation.

Given in our Palace of the Tuileries, under the Seal of the Empire, on the fifteenth day of August, in the year one thousand eight hundred and eleven.

(Signed) NAPOLEON.

Seen by us Arch-Chancellors of the
Empire. * * * *

By the Emperor,
The Minister Secretary of State.

* * * *

The Great Judge Minister of Justice,
LE DUC DE MASSA.

EXTRACTS FROM THE DIARY OF
JOHN TREGERTHEN SHORT
OF ST. IVES, CORNWALL

1817—1872

February 8, 1817.—The Northern Lights appeared.

March 11.—The brig *Mary*, Bawden master, went on shore in Bassett's Bay; crew saved.

March 26.—Went to St. Michael's Mount to purchase corn for the Women's Club, but could not get any.

June 25.—Eight men drawn for the Cornish Militia —viz., J. Penberthy, J. Jennings, Mr. C. Trewella, T. Rowe, J. Humphries, Henry Major, Bellman, and another.

July 19.—Six others drawn into the Militia (six out of the eight having been exempted on divers grounds) —viz., Mr. John Bazeley, Lander, Sisely, Jennings, Richard Kernick, and Joseph Allen.

December 17.—A North Welsh sloop, laden with butter, went on shore near the Gurnard's Head; crew and part cargo saved, the latter by the St. Ives gigs.

December 28.—A tremendous gale of wind from N.N.W. Came on shore on the Western Spits the brig *Elizabeth*, Evan Jones master, from Cork, laden with provisions; crew, cargo, and vessel saved.

April 11, 1818.—Wind about N.N.W.; a strong gale. Went on shore on the Western Spits the

ST. IVES, 1814.



sloop *Kitty*, Francis Sincock master, laden with provisions, from Limerick for London; the schooner *Mary Ann*, of Rochester, Brown master, from Cadiz, with wine; and the French brig *La France*, of Nantz, laden with wine, soap, etc., from Marseilles, bound to Havre de Grace: crews saved. The French brig was got off, but the others were condemned on the beach, and sold for the benefit of the underwriters at Lloyds.

March 9, 1819.—Deserted at night from the brig *Argus*, of Sunderland, lying under quarantine in the Bay, a boy who had robbed the Captain of £60. He was pursued and captured at St. Erth, brought back, and sent on board the vessel.

July 4.—A comet appeared.

November 17.—An address was sent to His Majesty from St. Ives in consequence of Mr. Hunt's party raising fermentations in the kingdom concerning Universal Suffrage. The collector and his clerk called to know whether I would sign the requisition. Answered "No!" and was called a rebel for refusing.

November 21.—Wind N.N.W. Sloop *Nancy*, of Bridgwater, came into the Roads. Paid £35 pilotage.

November 23.—The day appointed for Parliament to assemble.

December 13.—Sailed the brig *Nancy*, of Aberdeen. Paid pilotage £75.

The brig *True Briton*, sailed from Swansea on December 6, is supposed to have foundered with all hands: James Thomas master (who leaves a wife and five children), Thomas Pearce, John Curnow's two sons, and young Cothey.

December 19.—Arrived the schooner *Polmanter*, George Williams master, from Lisbon, with fruit.

December 10.—Arrived from Smyrna, in the Mediterranean, a schooner laden with wool and currants.

December 29.—The smack *Charlotte*, of Padstow, Harden master, from Padstow for Llanelly, laden with barley and malt, came into port in a sinking state.

January 20, 1820.—The bottom of a vessel was observed about four miles from the land. The gigs went to the wreck, which proved to be the *Riga Packet*, of London, from the West Indies. Nothing has been heard of the crew.

January 21.—The smack *Georges*, Thomas Sincock master, was lost near Llanelly; crew saved.

January 22.—Came into port a schooner-brig belonging to Liverpool, from Halifax, in America, with a cargo of seal-skins and oil, having lost a young man overboard last night in a heavy gale from W.S.W.

January 23.—Arrived the brig *Favourite*, of Liverpool, from Trinidad, after a passage of eleven weeks. Ship very leaky, all her ground tier of sugar pumped up, sails split in pieces, three men lost overboard, and Captain sick in his cabin. Out of water and bread three days before making Scilly, where four Scilly pilots were taken on board.

January 25.—Captain of the brig *Favourite* died.

January 26.—Three puncheons of rum landed, supposed part of the cargo of the *Riga Packet*.

January 31.—Arrived the American brig *Bliss*, of New Orleans, from Alexandria, Virginia, laden with tobacco for London. Thirty-four days on passage, and very leaky.

DEATH OF KING GEORGE III.

February 2, 1820.—This morning was received the melancholy news of the death of our much beloved and lamented Sovereign George III., who departed this transitory life on the 29th day of January.*

February 12.—George, Prince of Wales, was proclaimed King of the United Kingdom at St. Ives this morning by the Mayor and Aldermen.

AN ELECTION

February 28, 1820.—Sir Walter Stirling and Samuel Stephens, Esq., canvassed the town.

February 29.—Mr. Lyndon Evelyn canvassed the town for himself and friend, Mr. Graham.

March 1.—Messrs. Graham and Evelyn canvassed the country with great success.

March 5.—Sunday the writs were read publicly through the town for the choosing of two representatives for this borough.

March 6.—Colonel Meade canvassed the town, Samuel Stephens, Esq., having previously given up the contest.

March 10.—The poll commenced at 10 a.m. in the Guildhall. The candidates were as follows: J. R. G. Graham, Lyndon Evelyn, Sir Walter Stirling, and an Irishman by the name of Meade. The poll closed in the afternoon of the same day: Graham, 205; Evelyn, 160; Stirling, 146; Meade, 89. Total votes, 600.†

* The news was, therefore, four to five days in reaching St. Ives.

† Mr. Graham (afterwards Sir James) was a Whig, and Mr. Evelyn a Tory. Sir Walter Stirling, who was returned for St. Ives in 1807 (with Mr. Samuel Stephens, of Tregenna), has been handed down to fame by Mr. Tregellas in his amusing Cornish tale of "Rozzy Paul and Zacky Martin."

March 12.—Graham and Evelyn quitted St. Ives for London.

AN ELECTION PETITION

March 22, 1820.—Several persons subpoenaed to go to Launceston to swear bribery against the two elected Members, Messrs. Graham and Evelyn.

March 27.—According to their evidence, the jury found indictments against the two elected Members.

The evidences returned from Launceston, having sworn against Graham and Evelyn.

The effigy of Tom Tuckett was publicly exhibited through the town, and then taken on the sand by a numerous company, and burnt before his own door.

April 21.—Placards and caricatures posted against some of the false swearers.

April 26.—This evening the account came that recognizances had been entered into to bring the newly-elected Members to trial, by a most villainous and perjured crew, to get them turned from Parliament.

May 28.—Mr. Halse went to London.

June 4.—A great number subpoenaed to go to London, to appear before the Members of the House of Commons, against Graham and Evelyn.

June 22.—The evidences for Mr. Halse* arrived from London, and before their departure the two members, Graham and Evelyn, were declared by a Committee of the House of Commons duly elected, and that gross and infamous perjury was pronounced against an Irishman, named George Patrick Dunn.

June 25.—The Mayor came home from London.

August 7.—A great number of persons of the baser

* Mr. Halse was Town Clerk, and solicitor for the two Members.

sort subpoenaed to Bodmin Assizes, to swear against Mr. James Halse concerning the last election.

August 11.—The before-mentioned people arrived from Bodmin, and it's reported that a bill has been found against Mr. Halse.

CORNISH WRESTLING

July 24, 1820.—A grand wrestling-match on Longstone Downs; James Halse, Esq., and other gentlemen, contributed to the same.

July 25.—The wrestling ended at a late hour in the evening: the St. Just men carried the day.

August 24.—Our much-injured and disconsolate Queen Caroline now under trial.

September 18.—Captain Richards, of Padstow, lost his vessel going into Bassett's Cove.

October 3.—Two boats shot on the drift for the first time: one 200 and the other 1,000.

October 8.—A large shoal of playing-fish seen.

October 10.—Mr. Roger Wearne's Concern shot a seyne at Carrack Gladden. Drift-boats at night from 5,000 to 8,000 pilchards.

October 11.—Captain Tremearne caught one boat-load of herrings.

October 19.—The Universal Club met this evening, and decided to break up the Club and share the money.

October 22.—A tremendous gale from W.N.W. The *Champion*, of Wales, James Kempthorne master, came in with loss of mainsail, etc.

October 27.—Tremendous gales since the 19th. The *John*, of Exmouth, was lost on the 22nd at Padstow, with all hands.

November 11.—Very little herrings.

November 13.—Mr. Carne, Church Minister, formed a Church Missionary Society.

November 22.—The public illumination, in honour of our unfortunate Queen Caroline, took place at St. Ives at seven o'clock in the evening.

November 27.—The second anniversary of the Methodist Missionary Society.

December 3.—The sloop *Margham*, Emanuel Trick master, sailed from Hayle with copper ore for Aberavon, in company with his brother in another vessel. The latter took the former in tow, and about midnight, to the astonishment of the crew, the *Margham* disappeared, the other having just time to cut the tow-rope.

December 6.—The brig *Isabella*, of Sunderland, Shanks master, from Teneriffe, laden with marble and wine, bound to Cowes for orders, came into port.

December 18.—The *Eleanor*, of Penzance, came into this port and landed the crew of the brig *Fairy*, of Penzance, which vessel foundered at sea on the 15th inst.

December 21.—The pilot-boat *Globe* spoke a French ship from the West Indies, bound to Havre de Grace, she having mistaken this land for the French coast.

The new pilot-boat *Dolphin* was launched this day.

January 8, 1821.—The *Globe* pilot-boat brought into port a French chasse-marée, named the *Hope*, from Nantes, bound to Brest, laden with a general cargo, having lost one man overboard, her compass rendered useless, and five days without candles, her hull very much injured, cargo damaged, and obliged to be landed.

January 11.—Brought into port the *Alexander*,

French cutter, laden with wine and fruit, from Oporto, bound to Havre de Grace ; cargo damaged and landed. They mistook this land for the land about Havre.

January 18.—Sailed the *Isabella*, of Sunderland, for London.

January 21.—The *Globe* pilot-boat brought in five casks of French wine.

January 22.—The boats landed twenty-three casks of wine, supposed from a vessel wrecked on or near the Wolf Rock.

Captain Joseph Hocking, jun., in the smack *Prince Edward*, sailed from Swansea for Youghal on December 14, and has not been heard of since ; supposed to have foundered at sea.

January 30.—Sir Christopher Hawkins's limekilns lighted for the first time, and cracked in several directions.

February 5.—Report was given by the master of a schooner from Ireland that he saw a sloop which disappeared about four leagues from St. Ann's Head, supposed *Prince Edward*.

February 8.—*Dolphin* and *Globe* pilot-boats ran on board each other when in chase.

February 9.—The crew of the *Globe* called to court on the proceedings before-named.

The schooner *Dolphin*, from Waterford, began to discharge her cargo of wheat and butter, having made a great quantity of water.

February 19.—The crew of the *Globe* received the salvage from the French ship *L'Esperance*, £85, settled by the justices.

February 21.—A comet appeared.

March 8.—The brig *Fame*, of Sunderland, from Madeira for London, laden with wine, came to an

anchor in the Roads, and landed some passengers and a number of letters.

March 12.—The brig *Fame* came into port, after trying for three days to beat round the land.

March 21.—The Catholic Emancipation Bill was passed in the House of Commons for the second time; majority 11.—From the *True Briton* of the 17th.

THE LATE ELECTION

March 23, 1821.—A great number of persons subpoenaed to Launceston against James Halse, Esq., on account of the last election, under pretence of trying him as an agent for Messrs. Graham and Evelyn.

From the *True Briton*:

"Mr. Douglas moved in the House of Commons that the Clerk of the St. Ives Election should attend at the ensuing Cornwall Assizes with the poll-book, to answer an indictment against him for bribery: ordered."

March 30.—Some of the evidences returned from Launceston. J. Halse, Esq., was declared by the jury to be innocent, although so many scandalous, lying, and infamous characters there appeared against him.

March 31.—Mr. Halse came into town, escorted by a great concourse of people.

April 9.—A large fish brought into Porthgwidden, measuring 21 feet in length, from which they have taken blubber sufficient to produce sixty-four gallons of oil.

April 27.—Mr. Francis Ley was found drowned in the well.

April 30.—The brig *Birmingham*, Captain Rotheraugh, from Wales for France, laden with iron, struck

on the Rundle-Stone and foundered immediately. Two young lads saved themselves by running aloft, and when the ship went from under them, they betook themselves to some floating wreckage, and an hour afterwards were rescued by a small boat from the Cove, near the Stone. The Captain, his wife and daughter, and three men, found a watery grave.

ANOTHER ELECTION

May 2.—Francis Ley, Esq., was interred.

The mackerel-boats have had good success this past week; some boats have made £100.

May 18, 1821.—Lord Normanby canvassed the town, Mr. Graham having resigned his seat.*

May 19.—The town and country canvassed for Sir Christopher Hawkins, Bart.

May 24.—Sir Christopher Hawkins, Bart., arrived.

May 25.—Lord Normanby gave up the contest to Sir Christopher, the latter having the majority of votes.

May 26.—Sir Christopher Hawkins, Bart., was elected.

THE CENSUS

June.—By an estimate taken of the inhabitants of this town, there appears to be about 3,526; and in the year 1810 they amounted to about 3,281, making an increase in eleven years of 245 only.

* “Once again was a petition presented against the two sitting Members for St. Ives, when Evelyn, to whom money was no object, resisted the inquiry successfully; but poor Graham, who had spent £8,000 on his election for Hull only two years previously, distrusted the issue of the scrutiny, and resigned his seat to that election veteran, Sir Christopher Hawkins.”—W. P. COURTNEY: *Parliamentary History of Cornwall*.

June 6.—One of the aisles in the church fell down, occasioned by the workmen undermining the same when digging a vault for Mr. Robert Hichens' family.

SMUGGLERS

July 4, 1821.—The crew of the preventive-boat stationed at this port captured a French sloop, about four leagues from the land, and brought her into port and landed her cargo of 192 half-kegs of gin and brandy.

DEATH OF NAPOLEON

July 7, 1821.—The news reached St. Ives of the death of Napoleon Bonaparte at St. Helena on May 6.

KING GEORGE IV.

July 19, 1821.—George IV. was crowned this day.

August 5.—His Majesty George IV. passed off this port, about three and a half leagues, on his voyage to Ireland, accompanied by three ships-of-war and some cutters and yachts.

“So anxious Erin seems to hail her King,
And to the royal guest due honours bring,
That town and country are prepared to greet him ;
Nay ! e'en the very bogs have moved to greet him !”

September 10.—The *Lee*, sloop-of-war, came close to the Head, having parted from the Royal Squadron the night they sailed from Ireland. We have since been informed that the King put into Milford.

September 27.—His Majesty's revenue cutter *Dolphin* belonging to this Custom House, took in her stores with orders to proceed to Plymouth, with seven other revenue cutters, to be paid off immediately.

October 2.—One boat on the drift, 8,000 herrings and 1,500 pilchards.

October 5.—In the morning, at daylight, was discovered from St. Ives the wreck of a vessel near Carrack Gladden Point, which proved to be a French chassemarée. All the crew were drowned. One little boy, about fourteen, was picked up on the beach, near the Black Cliff, and was buried at Phillack.

November 6.—One boat, 30,000 herrings.

November 9.—The schooner *Waterloo*, of this port, Nathaniel Rowe master, foundered off Padstow. Crew saved.

November 19.—The largest quantity of pilchards ever known on the drift at one time: from 50,000 down per boat; in all over 500 hogsheads.

November 20.—Boats from 5,000 pilchards and herrings.

December 8.—The *Henry* sailed with the first cargo of herrings for Bristol.

December 17.—Pilchards sold at £4 per hogshead to Mr. Fox, of Falmouth.

News arrived of the loss of the brig *Susan*, Mayne master, on the Hollands' coast. She was bound from St. Petersburg for Truro. Crew saved.

December 22.—The schooner *Swift*, of London, from London for St. Michael's for fruit, spoken off the Head with her foremast gone. Would not accept assistance from the pilots, but steered up Channel. Also spoke the French ketch *Adele*, from Havre de Grace for Cette, laden with casks and ballast, having lost a young man overboard; all sails lost and both anchors. Pilotage £70.

December 28.—A tremendous gale from S.S.E. Coals at Hayle have advanced from 46s. to 60s.

per way.* The stock of coals at Hayle was nearly exhausted, owing to the great detention occasioned to the vessels by contrary winds and gales. Some ships came down with much difficulty on the 25th inst. ; others have been up Channel twelve and thirteen weeks.

December 29.—A strong gale from N.N.E. The schooner *Sportsman*, of Southampton, Charles Coaster master, laden with butter and bacon, from Ross, in Ireland, bound for London, came into the pier after great exertions on the part of the people on shore and the pilots. The latter hazarded their lives in attempting to board the vessel. £230 salvage demanded.

December 31.—The salvage of the *Sportsman* settled by arbitration for £100.

January 1, 1822.—Strong breeze N.W. ; two brigs and two smacks came in.

January 5.—Gale N.E. ; a ship's jolly-boat picked up on Porthmear Beach.

January 6.—Picked up a boat's stern ; ship's name *Mary*, of Glasgow, Alexander Cunningham master. Also picked up some hundreds of oranges.

January 23.—Eleven vessels sailed from Hayle on Monday, nineteen on Tuesday, and two on Wednesday.

January 30.—Captain Richard Williams, brig *Ann*, sold coal at 56s. per way.

February 9.—Arrived the sloop *Cora*, of St. Andrew's, from Terceira, laden with fruit.

February 14.—Landed the crew of the brig *Forest*, Captain Hocking, which vessel was bound for Wales with copper-ore, but foundered sixteen hours after striking on the Seven Stones.

* Way = three tons.

THE LATE PETITION

February 14.—The news arrived that George Patrick Dunn, the Irish false swearing against Messrs. Graham and Evelyn and Halse, was sentenced on Monday last to seven years' transportation. May this be a warning to all voters. Many more, in my opinion, deserve to bear him company.

March 2.—Most of the Swansea fleet have arrived. Offered £3 per way.

March 5.—Four vessels sailed from this port for Portreath, but could not get into the Cove. One came back with great difficulty, the others were driven up Channel; wind W.S.W.

March 15.—A great number of vessels arrived from Wales.

March 28.—Sailed the French ketch *L'Adele*, of Caen.

March 30.—A very strong gale from W.N.W. The *Lovely Emily*, Captain D. Sydal, is supposed to have foundered in the gale near Clovelly.

April 11.—The Free School, belonging to Sir Christopher Hawkins, Bart., M.P., was opened for the education of poor children.*

April 16.—The wine picked up by the boats was sold at the Globe tavern, by order of H.M. Customs.

April 26.—Twenty-five mackerel-boats attempted to go to sea, but were obliged to run for the harbour again.

The pilot-boat *Ceasar* brought into the Roads a

* This school was in Shute Street; the charge was one penny per week, navigation being taught. Although, doubtless, maintained by Sir Christopher Hawkins for a political purpose, yet the town derived great benefit from the school.

ketch laden with fruit, from Messina, bound to St. Petersburg. One man lost overboard on the passage.

May 14.—The Captains of the colliers trading to this port, Hayle and Portreath, formed a combination not to carry copper-ore for less than 5s. per ton, or to sell coals from Wales for less than 50s. per way (16s. 8d. per ton).

May 20.—The sailors at Hayle dismantled Captain Sargeant's vessel for trading in copper-ore at 4s. per ton, on which account the people at Hayle called out the Yeoman Cavalry.

May 28.—The ketch belonging to North Bergen sailed this afternoon.

June 17.—Three boats sailed for Ireland.

Tallow is at present selling for 1s. 11d. per stone, the lowest price since 1772.

June 30.—A sloop towed into this port dismasted.

October 11.—Boats on the drift caught a great quantity of mackerel, some pilchards and herrings.

October 18.—Wearne and Co., and Tremearne and Co., caught a fine shoal of pilchards, there having been none caught in seams for seven years prior to this date.

October 22.—The sloop *Active*, of Fowey, Williams master, missed stays and went on shore on the back of the island. Crew saved.

November 21.—Arrived, the ship *Ann*, of London, from Jamaica, laden with rum and sugar.

December 5.—The *Lord Nelson*, of Plymouth, laden with oats and butter, wrecked near Gwithian. Crew drowned.

Edward Hain and Co. picked up a large piece of American timber, which was detained by the Collector of Customs.

A brig laden with provisions was lost near St. Just; and Captain Parnell, of Padstow, was also lost near Boscastle.

December 10, 16, 20.—Sailed the *Betsy*, Captain Rosewall; *Polmanter*, Captain Williams; and *Briton*, Captain Mollard—all three for the Mediterranean, with pilchards.

January 1, 1823.—A French schooner came into port, sails much damaged, and ship leaky.

January 5.—Came into port the brig *Emily*, forty days from Teneriffe, out of provisions.

January 15 to 24.—A very great fall of snow.

January 28.—Arrived a schooner belonging to Rochester, from Lisbon, laden with fruit.

January 30.—A great number of very large fish appeared in the bay; two of them were taken with harpoons.

[The entries from January to July, 1823, are missing.]

SMUGGLERS

July 14, 1823.—The two wounded men taken on board the smuggler were sent off to Bodmin jail.

THE LATE PETITION

July 27, 1823.—A great number of the perjured tribe were subpoenaed to Bodmin by Sir Christopher Hawkins and Mr. Halse.

July 28.—A great number of the false swearers left for Bodmin.

August 1.—The witnesses for Mr. Halse came into town dressed in ribbons, he having gained every trial occasioned by the false evidence given against him. The judge and jury gave everything for the defendant.

August 10.—Arrived the *Ayr*, from Swansea, with coals, in four days after leaving Hayle for Swansea with copper-ore.

August 11.—Arrived the *Henry*, with coals from Swansea, in five days after leaving Hayle with a cargo of copper-ore.

August 19.—Eighteen young men were summoned to Camborne, respecting a tumult which occurred at Lelant Fair. The matter was made up by the payment of the £32 damages demanded by the Lelant people.

August 25.—Sailed the *Sophia*, from Hayle for Bantry Bay, with an engine.

September 1.—Tremearne's sean shot at the Leigh.

September 2.—Boats on the drift, from 5,000 to 20,000 pilchards, the first taken on this side of the land for the season.

September 3.—The harvest has become general throughout the neighbouring parishes.

September 4.—Drift-boats, from 5,000 pilchards.

September 7.—Thirty sail arrived from Wales, coal-laden, for Hayle.

The last boat from the Irish fishery arrived to-day.

September 8.—Tremearne and Co. shot a sean at Carrack Gladden, but lost the fish owing to a hole in the stop-net. Drift-boats, from 5,000 pilchards.

September 9.—Drift-boats, good success last night.

September 11.—Came into port a Dutch vessel from Antwerp, bound for Bristol, laden with bark.

Drift-boats, 10,000 to 12,000 pilchards.

September 12.—Fine harvest weather; boats from 10,000 pilchards.

September 18.—Shared the Concern's money from the Irish fishery: £10 2s. per man.

September 21.—Steven Major was found killed in Consols Mine, supposed to have fallen into the shaft when going to inspect the engine.

September 26.—Mackerel, pilchards, and herring caught on the drift last night. A number of small shoals seen in the bay.

September 29.—A large fleet of vessels arrived from Wales.

Boats on the drift, from 5,000 pilchards.

October 2.—A ship's boat came on shore on Hayle Bar.

October 3.—Six seans in water; four caught fish. Drift-boats, large catches.

October 6.—Wearne's Concern took up the last of their fish.

October 7.—Sailed the *Eliza*, Simon Noall master, for Penzance, to take in fish for the Mediterranean.

October 10.—The Quay dues sold for £915 (£925 with the deeds) to Mr. Roger Wearne, making £85 more than last year.

Boats on the drift, from 18,000 pilchards; offered per hogshead £4, including the bounty.

October 12.—Seven seans shot, only one caught fish.

October 13.—Three seans shot, only one caught fish.

October 14.—Drift-boats, from 20,000 pilchards and herring.

October 17.—Hocking and Co. shot a sean.

October 18.—Strong gale S.W. One of Tremearne's dippers filled coming home.

October 20.—From the last sean taken up, Bolitho and Tremearne took forty gurries of herring.

October 22.—Wearne and Co. shot a sean at Carrack Gladden. Drift-boats, from 20,000 pilchards and herring.

October 23.—A French brig struck on the Shoaler Stone and floundered in a few moments. Four men and the boy saved themselves in the boat; two men went down with the vessel. She was from Wales, with coal and iron, bound to Nantes.

October 24.—Great quantities of fish caught on the drift, chiefly pilchards.

October 25.—Drift-boats, from 30,000. Nine seans shot, seven caught fish; the largest shoal by Wearne and Co., at Carn Crowse.

October 26 (Sunday).—Two seans shot at Carn Crowse, and caught fish.

October 27.—Fish sold, fresh, 17s. per gurry. Salt getting very scarce and dear.

October 28.—Salt sold at 3s. 9d. per bushel.

October 29.—Bamfield and Co. shot at Porthminster.

THE “GREAT OCTOBER GALE” OF 1823

The first warning of the approach of this great storm was made by the huers from the hills, who saw the hurricane spreading over the horizon and advancing towards the shore. The sean-boats were ordered home from stem, and arrived in the harbour only just in time before the full fury of the storm burst upon the town.

A brig which sailed from Hayle shortly before was seen to be suddenly taken aback and founder, stern first, with all hands.

It is said that not a particle of sand remained upon Porthminster Beach, the whole being swept away by the force of the waves, leaving the rocks exposed for the full length of the Cove.

October 30, 1823.—Wind S.S.W., thick with rain.

Some boats on the drift, from 20,000 pilchards. At noon, wind S.E.; at 2.30 p.m., wind S., and very moderate. Four vessels sailed from Hayle, and four from Portreath. At 4.30 p.m., the wind at an instant shifted to N.N.E., and blew a most tremendous gale. A Norwegian barque, laden with timber for Hayle, was driven from her moorings alongside the Quay, and also the schooner *Fame*, of Padstow, Valentine Richards master, laden with slate. Both vessels were thrown on shore under the reservoir, between the church and Pednolver Point, and became total wrecks. The four seans in the water were nearly destroyed. Four sean-boats drifted out of the pier, others sunk at their moorings, and hundreds of pounds' worth of damage done.

October 31.—The gale has in no way abated. At 11.30 a.m., the brig *Alfred*, of Bideford, William Maine master, for Swansea, came on shore on Pednolver Point. Crew saved, with the exception of one lad. The vessel was quickly knocked to atoms. At 1 p.m., the *Betsy* schooner, of Plymouth, from Bristol for Plymouth, with Bristol goods, went on shore in the Poll. Captain and one man drowned. At 4.30, still blowing a tremendous gale from N.E. The sloop *Margaret*, of Aberystwith, bound from Newport to North Wales with coals, came on shore at Porthminster. Crew saved. Also the brig *Samuel*, of Great Yarmouth, from Swansea for London. Crew saved. Both vessels soon went to pieces. The *Betsy* was afterwards got off, and became the property of Captain William Couch.

November 1.—Mr. Paul Tremearne Mayor for the ensuing year. Gale more moderate.

November 2.—Wind moderate. A boat towed in, no name on stern; also the stern and after-part of another

boat, on which is marked the name Samuel Dimant, and *Eleanor and Grace*, Plymouth. The brig *Providence*, of Swansea, David Owen master, which vessel sailed from Portreath, came on shore under Zennor Cliffs, bottom up. Crew drowned. One woman found amongst the rocks dead. Near at hand another vessel, the *Elizabeth*, of Wexford, came on shore. The *John Adams*, King master, and *George and Ann*, Jenkyns master, from Hayle; the *Radford*, Parnell master; the *Providence*, *Plover*, *Gordon*, and *Thomas Angrove*, from Portreath, were all lost near the Land's End. The *Ann*, of Gweek, Richard Williams master, foundered at sea, between St. Ives and the Longships. Eleven ships' bowsprits have been picked up.

November 10.—Arrived the *Betsy*, Henry Stevens* master, after surviving the late gale. She was from Newquay, bound to St. Ives, and was driven 100 leagues to the westward of Scilly.

November 11.—One boat, over 20,000 herrings.

November 12.—The drift-boats have from 60,000 herrings; the like was scarce known before. The greater part of the boats have from 10,000 to 50,000 per boat.

November 13.—Drift-boats, from 40,000 herrings.

November 14.—A great quantity of herrings, selling at 8s. per gurry.

November 17.—The *Rebecca*, of Brixham, and the *Ambroke*, of Dartmouth, began to load pilchards.

November 18.—Boats, from 10,000 herrings.

November 20.—Boats, from 20,000 herrings.

November 21.—The schooner *Betsy*, of Plymouth, wrecked in the late gale, sold for £304 15s.

* This is probably the Captain Henry Stevens who was a prisoner of war in France, and who is mentioned in Mr. Short's journal.

November 22.—Sailed the schooner *Rebecca*, for the Mediterranean, with 449 hogsheads of pilchards.

November 25.—Sailed the *Ambroke*, with 340 hogsheads.

November 27.—Sailed the brig *Ann*, of Liverpool, with 750 hogsheads.

November 28.—Sailed the schooner *Emma*, with 500 hogsheads.

December 6.—Sailed the brig *Jane Stewart*, of Aberdeen, with 600 hogsheads; the *William and Mary*, of St. Ives, with 516 hogsheads; and the *Grace*, of St. Ives, with 400 hogsheads.

December 14.—Sailed the brig *Furley*, of Hayle, with 710 hogsheads; and the *William*, of London, with 609 hogsheads.

December 16.—Sailed the *Laurel*, of London, with 800 hogsheads.

December 18.—Sailed the schooner *Pomona*, of Southampton, with 400 hogsheads.

December 22.—Sailed the *Meridian*, of Dartmouth, with 790 hogsheads.

December 30.—The body of a man was found on Porthmeor Beach.

January 2, 1824.—Sailed the brig *Lambe*, of Swansea, for the Mediterranean, with 426 hogsheads of pilchards.

January 3.—Sailed the schooner *Nymph*, with 405 hogsheads.

January 9.—Sailed the brig *Calpe*, of London, with 830 hogsheads.

January 13.—Sailed the brig *New Thomas*, of London, with 740 hogsheads.

January 17.—Sailed the brig *Flora*, of London, with 603 hogsheads.

January 24.—Picked up by the boats seven barrels of butter.

January 28.—Picked up two pieces of timber.

February 18.—Sailed the brig *Industry*, of London, with 580 hogsheads of pilchards.

February 21.—Sailed the sloop *John and Joseph*, with 330 hogsheads.

Total quantity of pilchards exported from St. Ives this season, 10,778 hogsheads. Nineteen vessels loaded here.

February 22.—Came into harbour the French schooner *Cercs*, from Liverpool, bound to Rouen, laden with lead. Pilotage £22.

March 2.—Wind N.N.E., a heavy gale. At 2 p.m. the sloop *Union*, of Leith, laden with oil-cake, from Dublin, bound for Lynn, went on shore in Porthminster Cove. The crew were saved by the manly exertions of the crews of four gigs. The pilots received £35 from Lloyds for their services.

March 5.—Landed one man from a smack, which vessel was in collision with another smack off the Land's End last night.

March 22.—Came to anchor near the pier two brigs and a schooner, with sails split, and one of the brigs with loss of foretopmast and all head sails. Wind N.W., a stiff gale.

April 7.—Mackerel-boats, light catches.

April 14.—Arrived the *William and Mary* from the Mediterranean. One of the fish vessels returned.

May 14.—Mackerel-boats, from 1,700 down.

June 4.—Most of the mackerel-boats have given up the season.

June 12.—Arrived the *Furley* from Gallipoli, laden with oil for Bristol. [Another of the fish vessels.]

June 17.—The last of the boats sailed for Ireland.

July 17.—Arrived the *Globe*, boat from Ireland.

July 26.—Seaners went into pay, and the boats stemmed.

August 2.—Boats on the drift 10,000 to 15,000 pilchards.

Mr. Frederick Wallis canvassed the borough.

August 10.—Mr. James Halse canvassed the borough.

August 11.—Sir Christopher Hawkins, Bart., canvassed the borough.

August 18.—Three boats on the drift had 20,000 pilchards.

August 22.—Sir Christopher Hawkins, Bart., and Mr. Praed canvassed the borough.

September 2.—Mr. Frederick Wallis canvassed the borough.

Boats on the drift 10,000 to 15,000 pilchards.

September 10.—Mr. Halse canvassed.

September 11.—Sir Christopher Hawkins, Bart., canvassed.

September 22.—Sir Christopher Hawkins, Bart., and Mr. Praed canvassed.

September 26.—Arrived the new schooner *Ann Williams*, B. Quick master, from Plymouth.

October 5.—An engineer laid down buoys to take a draft of the new Quay, now under contemplation.

October 15, 1824.—Arrived a steam vessel, which went for Hayle.*

Three seans shot on sprat.

* It is related that very great alarm was occasioned at St. Ives on the first appearance of a steamer on the coast. It was thought to be a vessel on fire, and boats were manned to go out to her assistance; but on her coming nearer she was discovered to be a steam vessel, which went into Hayle.

October 20 to 23.—Drift-boats good catches of pilchards and herrings.

October 25.—Tremearne and Bolitho caught a small shoal of pilchards at Carrack Gladden.

October 26.—Drift-boats have landed 160,000 pilchards.

October 27, 28, 29.—Large catches of pilchards.

November 4.—Drift-boats still taking pilchards and herrings.

November 5.—Two seans shot on sprat; drift-boats quantities of pilchards and herrings.

November 6.—Five seans shot, chiefly on sprat.

November 13.—Boats from 12,000 pilchards.

November 22.—Wind S.E., a strong gale. A good deal of damage done in the Mount's Bay.

November 23.—A meeting of the Trustees of the Quay held at the "Star" Inn, to take into consideration the building of a new Quay. The Mayor, Paul Tremearne, against the proceedings: nothing done.

A plan of the New Quay on view in the Town Hall

December 14.—Canvassing the town for Pendarvis and Vivian, in the room of Sir William Lemon, deceased.

January 3, 1825.—The Wesleyan Missionary meeting held.

January 9.—Sailed the *Joseph and Mary*, for the Mediterranean, with 494 hogsheads of pilchards.

January 11.—The Quay sold this year for the sum of £960; additional dues required, according to the new regulations, £740; making a total of £1,700; the amount required to meet the £30,000 proposed to be spent in building the New Quay, etc.

January 14.—Sailed the *Ann Williams*, Quick master, with 321 hogsheads pilchards.

January 18.—Wind S.S.W., a stiff gale. The *Ceres*,

Captain Bawden, was driven on shore between Chydour and the Mount.

February 22.—Sailed the *Active*, John Matthews.

March 16.—Mr. Powell and his troupe quitted St. Ives, having performed four times.

April 4.—A very strong dispute amongst the Aldermen at the select vestry this afternoon.

April 13.—One boat, 2,500 mackerel.

April 15.—Very good fishing with the mackerel-boats.

April 16.—One boat, 5,000 mackerel.

April 26.—The shipwrights struck for wages, demanding from 3s. 6d. to 4s. per day.

April 27.—The sailors held a meeting, at which it was agreed that the wages should advance from 45s. per month to 50s., and the mates from 50s. to 60s., and to have victuals at home and abroad.

May 3.—Four men drawn to serve in the Militia.

May 9.—The petition against granting any further concessions to the Roman Catholics of Ireland sent to the House of Commons.

May 17.—The Catholic Bill was gained in the House of Commons by a majority of twenty-one on its third reading, and lost in the House of Lords by a majority of forty-eight.

August 24.—Young Mr. Stephens canvassed the borough.

September 1.—Boats on the drift, from 10,000 pilchards.

September 2 to 9.—Drift-boats, large catches of pilchards.

October 3.—Young Squire Stephens canvassed the borough.

October 15.—First half of October, drift-boats, good catches of pilchards.

October 16.—The Wesleyan Methodist Chapel reopened ; three services held : total collections, £46.

October 24.—Tremearne and Bolitho caught a small shoal of herrings.

November 1.—Drift-boats, from 6,000 herrings ; price, 3s. 6d. per hundred.

November 10.—Wind N.E., a very heavy gale, with a tremendous sea ; damage to shipping trivial, but some houses on the beach were unroofed, windows broken, and cellar-doors forced open by the violence of the waves. The sea broke at intervals into the churchyard, the graves were levelled, and two head-stones washed down.

November 12.—Sailed the *Fame*, Stevens, for Seville ; and the *Bideford*, Mollard, for St. Michael's.

November 13 to 24.—Drift-boats, large catches of herrings, the Frenchmen giving 3s. per hundred.*

THE SLAVE-SHIP

December 9, 1825.—Arrived the French brig *Perle* from St. John's, on the coast of Africa, having on board five negroes. She is supposed to be a slave-ship driven off the African coast. The Captain, First and Second Lieutenants, doctor, super-cargo, and five seamen dead, and the mate unable to come on deck.

December 26.—The negroes from the French brig *Perle* were taken on shore by Habeas Corpus, ordered to be clothed and sent to London.

December 31.—One of the crew of the *Perle* buried to-day.

January 23, 1826.—The French brig *Perle* dismantled

* French smacks formerly came to St. Ives in considerable numbers for the purchase of herrings for curing purposes.

by Preventive men by orders from London on account of her being a slave-ship. A meeting of the inhabitants took place in the Calvinist chapel to petition the Legislature to abolish the slave trade and to emancipate the slaves in the West Indies. Mr. Pendarves took the chair.

January 25.—The French brig *Perle* released.

It would be deeply interesting to have full details of the voyage of the slave-ship from the time of her leaving the African coast to her arrival at St. Ives, but the complete story of this tragedy of the sea can never now be known.

It is most probable that the five negroes landed at St. Ives were merely the survivors of a much larger number taken on board on the African coast, and when some dreadful epidemic, cholera or yellow fever, swept through the ship, the unfortunate negroes confined below deck would be the first to succumb.

Officers and crew were then stricken, and the ship, meeting with adverse gales of wind, was driven far from her course, until the few survivors, more dead than alive, took shelter at St. Ives.

NEGROES RESCUED FROM BONDAGE

In the report of the African Institution (a Society for the repression of the slave trade) for 1826, is the following :

“The five Africans, brought accidentally into St. Ives, in Cornwall, in a French slave-ship the *Perle*, particularly call for the good offices of the directors. Mr. Wilberforce, indeed, in conjunction with Mr. Stephen, on first hearing of the circumstances, adopted prompt and decisive measures for rescuing these poor

creatures from their state of bondage. On a writ of Habeas Corpus they were brought to London, and by Chief Justice Best liberated. Two have died of illness, and the other three are leaving for Africa in a few days. This incident will cost the Society between £200 and £300."—*May 19, 1826.*

January 20.—A son of George Toman fell from the fore- topsail yard of the brig *Furley*, of Hayle, down on deck.

The *Godolphin*, Captain F. Sincock, laden with fruit, from St. Michael's, and her crew, lost in Youghal Bay, on the coast of Ireland.

Salt herrings 4s. 6d. per hundred in St. Ives; potatoes 8s. 6d. per bushel; beef 7d. per pound; flour (wheat) 2½d. per pound.

February 1.—The *Clipper* pilot-boat landed a pipe and half of sherry wine, picked up at sea.

February 2.—The *Fame*, Stevens, arrived at Penzance in twenty-six days from Seville.

February 7.—Arrived the French ketch *L'Alexandrine*, of Rouen, from Cette, bound for Rouen, laden with wine.

February 20.—Last night a vessel came on shore near Penzance laden with olive oil and tallow. Crew lost.

February 21.—Came into port the French ship *L'Ocean*, with 500 tons of logwood from Campeachy, bound to Havre de Grace.

March 11.—Arrived the *Ayr*, *Henry*, and *Feronia*, from Wales, and the *Furley* from Plymouth.

March 12.—Arrived the *Ann*, *Shylock*, *Joseph*, *Fox*, *Betsy*, *Joker*, and two boats from Wales.

March 17.—The pilot-boat *Betsy*, Richard Jennings, sailed from Ireland, and supposed to be lost about this time.

April 1.—Two Norwegians discharging their cargoes.

April 7.—One boat, 1,200 very fine mackerel, sold at 2½d. each.

April 11.—The *Joker*, Captain W. Thomas, lost near Fowey.

April 12.—The *L'Ocean* ran on shore on the Eastern Spits, and filled with water; crew saved. The pilot, Richard Grenfell, received an injury.

April 13.—The *L'Ocean* discharged 100 tons logwood into Hayle barges. Her repairs at St. Ives, previous to her loss, cost £1,249 17s. 6d. The wreck has been sold for £205.

April 14.—Mackerel-boats, good fishing: 22s. per 120.

April 21.—Arrived in the bay the *Active*, John Matthews, from St. Michael's, for Bristol; and the *Jane Williams*, from Genoa for Liverpool, fifty-two days' passage.

May 8.—Arrived the schooner *Fame*, T. Stevens, from Lisbon, bound for Bristol.

May 9.—Mr. Paul Tremearne, Mayor, died at noon.

May 12.—Sailed the ketch *L'Alexandrine*, of Rouen, Captain Jean Boquie, for Havre de Grace.

The Mayor, Mr. Paul Tremearne, was interred today.

The schooner *Polmanter* began to load alongside St. Ives Quay the first cargo of copper-ore ever shipped from this port direct from a mine. This cargo is from Wheal Trenwith.

May 23.—The raft of timber that was lost near the Brissons, when towing from Pendeen Cove, was found last night in Bassett's Cove, and towed to St. Ives by the gigs.

May 27.—Mackerel selling 3d. each; butter in Penzance market 10½d., and beef 7d. per pound; barley 16s., wheat 27s., potatoes 11s. per bushel.

May 29.—Arrived the *Minerva*, new brig, Captain M. Trewella, her second voyage, laden with coals.

AN ELECTION

May 22, 1826.—Young Squire Stephens gave notice of his intention to withdraw from the contest as a candidate for the borough at the next General Election.

June 3.—An active canvass commenced by Sir Christopher Hawkins, Bart.

Mr. W. A. Mackinnon canvassed the town.

June 6.—Mr. Mackinnon made an active canvass, supported by the interest of Sir Christopher Hawkins and Samuel Stephens, Esq., and the electors that wished for the appearance of a third candidate.

June 9.—The polling commenced at the Town Hall to elect two Members to serve in Parliament. The three candidates are: Sir C. Hawkins, Bart., Mr. Mackinnon, and Mr. James Halse. Rain fell in torrents, with tremendous peals of thunder, and fierce flashes of lightning. A man and horse were struck by the lightning and killed on Kenegy Downs.

June 10.—State of the last day's poll:

| | | | |
|--------------------------------|-----|-----|------|
| Sir Christopher Hawkins, Bart. | ... | ... | 180 |
| James Halse... | ... | ... | 139 |
| Mackinnon ... | ... | ... | 102 |
| | | | — |
| Total votes | ... | ... | 421* |

* “The ascendancy of the Tories was so marked throughout the country in 1826 that all the candidates for the borough—Hawkins Halse (who was a leading adventurer in the neighbouring mines), and Mackinnon—were of that political hue, and it was the lot of the latter to go to the wall.”—W. P. COURTNEY: *Parliamentary History of Cornwall*.

June 7.—One guinea each allowed for a dinner to the votes of Sir Christopher Hawkins.

June 14.—The *Pendarves*, Captain Vivian, sailed for Havre, with part of *L'Ocean's* cargo.

June 20.—Sailed the brig *Minerva*, M. Trewella, master, for Havre de Grace, laden with logwood from the French ship *L'Ocean*.

June 22.—Bees swarmed.

June 26.—A meeting of the inhabitants took place in the Guild Hall to consider the propriety of establishing a workhouse in the borough for the paupers.

July 3.—A large fish, 19 feet long, picked up dead at sea and towed in.

July 16.—Arrived the boat *Swift*, from Ireland. It is said that ten of the boats are gone to Wick, in the North of Scotland.

July 21.—Arrived the *Bideford*.

July 23.—Arrived the *Minerva*, M. Trewella, from Havre.

July 24.—A missionary meeting was held in the church.

July 26.—The virgins danced round Knill's Monument.

The wheat harvest commenced in this parish.

July 29.—Sir Walter Stirling arrived from London.

August 1.—Nearly twenty persons gone to Bodmin concerning the election of 1820.

August 4.—The *Bacchus*, boat from Ireland, landed 3,000 very fine pilchards.

August 10.—One boat on the drift, 9,000 pilchards.

August 13.—Seven boats arrived from Ireland.

August 20.—Arrived the *Fame*, bound to Chester.

August 21.—Sailed the *Diligence*, Hodge, for Faro.

August 25.—Boats on the drift, from 14,000 pilchards.

August 29 to September 5.—Drift-boats, large catches of pilchards.

September 6.—Came into port the brig *Anna*, of London, Hain master, from Newport, laden with coals ; pilotage, £65.

September 7.—Wind N.W., strong gale ; a brig supposed on shore near St. Agnes. Came in a French smack, and the boat *Ceasar*, from Wick.

September 8.—The brig on shore at St. Agnes is the *Fair Ellen*, of London, from Wales for London, laden with iron. Crew saved.

September 10.—Tremearne and Bolitho caught a small shoal at Carn Crows. Nine other seans shot, four only caught fish ; drift-boats, good catches.

September 11.—Bolitho shot at Portminster.

September 12.—Hocking and Co. caught a small shoal. Drift-boats, from 2,000 mackerel, and from 14,000 pilchards.

September 14.—Drift-boats, large catches.

September 15.—Four seans shot.

The *Fair Ellen*, from St. Agnes, came into St. Ives pier to get repaired.

September 16.—Drift-boats, 80,000 pilchards.

September 21.—Sailed the *Fly*, Sampson, for Seville.

September 23.—Sailed the *Mary*, Thomas Harry, for St. Michael's.

October 4.—Captain Edward Richards, when coming across the Bay in the brig *Underhill*, carried away his main top-mast.

October 5.—Sailed the *Active*, J. Matthews master, for the Island of Terceira, for fruit.

October 7.—Arrived the *Ann Williams*, B. Quick master, from Croisic, France, with fish-salt.

October 11.—Quay sold to T. Tremearne and V. Stevens for £930.

October 13.—Drift-boats, herrings and mackerel.

October 28.—Sailed the *Grace*, Rowe, the *Bideford*, Mollard, and the *Betsy*, Tanner; all three for St. Michael's. The pilot-gig, coming from the latter, capsized with fifteen men and boys, and three—viz., William Sisley, John Williams, and a lad named James T. Hodge—met a watery grave.

October 24.—Captain Anthony Johns came into the Bay from Leghorn, bound to Glasgow.

November 1.—No Mayor chosen, a quorum not being present.

November 7.—Sailed the schooner *Tantivy*, Hodge master, for Aneona, with 630 hogsheads pilchards.

November 8.—Sailed the *Ann Williams*, B. Quick, for Genoa, with 315 hogsheads pilchards.

November 10.—Sailed the *Susan*, John Williams master, with 305 hogsheads pilchards.

November 13.—Drift-boats, good catches of pilchards and herrings.

A petition to the churchwardens, extensively signed, praying that the water at Ventenear Well, which has been diverted by the adit in the field above, may be restored to its original course, and that the distressful state under which the inhabitants now linger for want of water may be relieved.

November 17.—The petition was sent off against the elected Member of Parliament, James Halse, on account of his being Town Clerk of this borough at the time of his election, and therefore disqualified.

November 18.—Sailed the *Cornubia*, Heath, for the Mediterranean, with 492 hogsheads pilchards.

November 23.—Drift-boats, good catches of pilchards and herrings.

November 24.—Sailed for the Mediterranean the *Hector*, Nicholls, with 600 hogsheads; and the *Favourite*, Askew, with 612 hogsheads pilchards.

Total pilchards exported, 3,554 hogsheads.

December 7.—Came into the roads the barque *Amity*, of London, with timber from Quebec, very leaky.

News arrived of the petition against Mr. Halse being entered.

December 16.—Sailed the *Globe*, of Hull, for Bristol, laden with wine, hides, and skins, from Cape of Good Hope.

January 5, 1827.—Four men put on board the brig *John*, of Sunderland, from Cardiff, having carried away her foreyard and otherwise disabled. Supposed gone for Scilly; wind N.E.

January 8.—Captain Thomas Harry obliged to put into Penzance to land Thomas Uren, who fell from the fore crosstrees, and brought up across the rail, on the 3rd instant.

January 11.—Arrived the *Phœnix*, from Cork, and the *Bideford*, from St. Michael's, with fruit; blowing a heavy gale.

January 16.—Sailed the *Bideford*, for London.

January 17.—Sailed the *Phœnix*, for Falmouth.

January 19.—Sailed the *Fair Ellen*, for London.

January 20.—Sailed from Hayle thirty sail for Wales.

January 31.—Mr. Halse's votes had a public dinner; 10s. 6d. per man.

February 1.—Sailed the *John*, Edwards master, for Wales.

February 2.—Came into harbour a French brig from

Marseilles, laden with wine and rice; also seven other Frenchmen, laden with grain, etc.

February 10.—There are now in the pier nine sail of French vessels, laden with grain, pulse, etc., wind-bound.

February 25.—Arrived the *Fly*, Sampson, from St. Michael's, in twenty-six days.

March 3.—Came into port the French brig *Emma*, from Charleston, U.S., laden with cotton, bound for Havre.

Came back the *Fly*; also came in the smack *M. Bloucher*, from St. Michael's, laden with fruit, bound to London, after a passage of thirty-seven days, and short of all necessaries.

March 5.—A strong gale. *Fly* came back again.

The pole on the garrison was blown down.

March 10.—Sailed the *Fly* again for London.

March 17.—Arrived the *Fame*.

March 20.—The Swansea fleet that had put into Padstow arrived.

March 30.—The news reached St. Ives from Padstow that the boat *Dasher*, belonging to the Mount's Bay, bound to Bristol, with a cargo of mackerel, was lost near Padstow. Crew drowned.

April 5.—Mackerel-boats, from 1,000 down; price 25s. per hundred.

April 8.—Arrived the *Ann Williams*, in fifteen days from Lisbon.

April 10 to 18.—Boats, good catches mackerel.

April 25.—Sir Christopher Hawkins' votes had 10s. each for a tea.

May 4 to 11.—Good catches of mackerel.

May 15.—Arrived the *Ann Williams*, from Cardiff for Colchester, laden with iron.

May 18.—Arrived a French lugger with salt.

May 23.—The fore part of the schooner *Mary Ann* launched for lengthening.

May 24.—An old woman died in Towednack, aged 103 years.

May 26.—Boats, from 4,000 mackerel.

June 3.—A son to S. Curnow, of Trowan, fell over cliff twenty fathoms, and was killed on the spot.

June 7.—Young Runnalls was sent off from St. Ives to Bodmin, he having taken out a licence to marry a daughter of Rowland, the butcher, against the consent of his father (he being a minor).

June 10.—Arrived in the Bay the *Tautivy* from Cardiff, bound to Malta.

July 23.—Captain Tremearne put in some seans.

August 1.—Two boats on the drift, 12,000 pilchards.

August 6.—Arrived William Wearne's new vessel from Newport.

August 8.—Seaners signed articles to receive two gurries per man out of every 400 gurries of fish.

August 11.—A great number of boats arrived from Ireland. Drift-boats, large catches of pilchards.

August 15.—Drift-boats landed 240 hogsheads pilchards.

August 21.—Drift-boats landed 120 hogsheads pilchards. Hocking and Co. caught a small shoal.

August 22.—Two seans shot; drift-boats, large catches.

August 23.—Bamfield and Co. caught a shoal at the Poll.

August 23 to 28.—Drift-boats landed 230 hogsheads pilchards.

August 30.—Sailed the *Polmanter* for Oporto.

September 18.—A desperate encounter on board the French schooner *L'Argus*, of Havre, Captain Letour. This vessel, for her repairs and long detention here, has caused an expense of more than £700, and having been bottomry'd, it was arranged that the shipwright, J. Daniel, should go over in the vessel; but before he came on board, they thought to take her to sea without him, in consequence of which the apprentices and others, who had been insulted by the ship's company, after a battle with handspikes, succeeded in bringing the vessel into the pier again.

September 19.—Sailed the *L'Argus*.

September 28.—Sailed the schooner *Union* for St. Michael's.

October 2.—Pilchards sold for £3 8s. 6d. per hogshead.

October 5.—A signal-pole was erected on the church-yard wall to distinguish the stems.

October 10.—Sailed the *Active*, John Matthews, for Terceira.

October 16.—Sailed the *Phœnix*, *Mary Ann*, and *Joseph*.

October 19.—A great number of vessels came into port from Wales.

October 26.—Sailed the schooner *Camilla*, with 577 hogsheads, and the *Mary*, with 450 hogsheads pilchards, for the Mediterranean, making 1,027 hogsheads, the total shipped from this port this season.

November 8.—One sean belonging to Tremearne and Co. shot to Carn Crowse. This was the only sean afloat, the other concerns having carried all their seans to the lofts. Boats on the drift, from 30,000 pilchards. A great quantity passed this morning.

November 9.—Drift-boats, 300 hogsheads pilchards.

November 10.—Drift-boats, from 15,000 pilchards, with herring and scads.

November 18.—Sailed the *Thomas*, Wearne, for Oporto, laden with iron.

November 21.—Five seans shot; one went round the Head, and only one caught fish. Thousands of hogsheads passed through the stems.

December 5.—Boats on the drift, pilchards and herring. Sailed the *Fame*, Stevens, for Neath.

December 14.—Boats, from 5,000 pilchards and herring.

December 29.—Remainder of pilchards sold at £3 1s. 6d. per hogshead.

January 1, 1828.—The *Levant Packet* was launched about four-fifths of her length.

January 2.—The second attempt to launch the *Levant Packet* was made.

January 3.—The third attempt to launch the *Levant Packet*, but the cradles gave way.

January 4.—The *Levant Packet* successfully launched. She is a fine-built brig, of 190 tons burden.

January 7.—Arrived the *Fame* and *Joseph* from Wales.

January 17.—John Barnes, seventy-seven years of age, fell from the cliff at the back of the Island and died next day.

January 23.—Sailed the *Levant Packet*, John Percival master, with 314 hogsheads pilchards for Naples.

February 1.—Came into the roads a Swedish sloop from Messina, fruit-laden, bound to Stockholm.

February 9.—Arrived the Welsh fleet; some have been nearly twelve weeks on the voyage. Coals advanced 2s. per cwt.; price now 46s.

February 11.—The schooner *Clipper*, Jacob Roach

master, was lost near Gwithian. Crew drowned. Strong gale N.W.

February 19.—News arrived of the loss of the schooner *Speculation*, of this port, Henry Bryant master, on Lundy Island, on the 13th inst. The Captain and one man saved themselves in the boat, the other two foundered with the ship.

ANOTHER ELECTION

February 25, 1828.—In consequence of Sir Christopher Hawkins, Bart., having resigned his seat in Parliament, he canvassed the town for the Right Hon. Sir Charles Arbuthnot.* The writ was publicly read at noon.

February 26.—The town canvassed for one Guy Lennox Prendergast, Esq.

February 29.—The Mayor and the supporters of the two candidates assembled at the Town Hall, when the friends of Mr. Prendergast refused standing the poll in consequence of which the Right Hon. Sir Charles Arbuthnot was duly elected to represent this borough in Parliament.

April 7.—Each voter for Sir Christopher Hawkins had a dinner, and the remainder of a one-pound note.

A FURTHER ELECTION

June 2, 1828.—Wellesley Long Pole, Esq., canvassed the town, the late elected member, Sir Charles

* "After two years of life at Westminster, Sir Christopher retired to make room for Mr. Charles Arbuthnot, whose friendship with the Duke of Wellington secured for him a place in the Duke's Ministry, and a seat in the Cabinet."—W. P. COURTNEY: *Parliamentary History of Cornwall*.

Arbuthnot, having resigned his seat, being previously exalted in the Ministry.

June 5.—Mr. Halse, or at least Mr. Hichens and Mr. Lee on his interest, canvassed for a Mr. Blackmore.

June 10.—At 10 a.m. Sir Christopher Hawkins, Bart., and Wellesley Long Pole, Esq., the former supporting the cause of the Right Hon. Sir Charles Arbuthnot, attended at the Town Hall, when Wellesley Long Pole, Esq., resigned the contest, and Sir Charles Arbuthnot was elected without opposition. Immediately afterwards Mr. Wellesley Pole made an active and successful canvass of the town for another election, and left St. Ives at 10 p.m., having given each vote 5s., and Sir Christopher Hawkins gave all his friends 5s.*

June 11.—Mr. Halse, and also Sir Christopher Hawkins, canvassed the town.

June 21.—All Mr. Wellesley's votes had a public dinner; each received one guinea to defray the expense of the dinner, which came to 7s. 3d. per man.

August 1.—Sir Christopher Hawkins gave each of his friends one guinea for a dinner, and the women 10s. The dinner cost 3s. 6d. per plate.

Arrived the *Betsy*, Tanner, from St. Michael's, in fifteen days.

August 8.—The smack *John and Mary*, of Plymouth, went on shore in a fog about two miles from St. Ives. Crew arrived here in their boat.

August 9.—The *John and Mary* was brought into the pier by the pilots.

August 18.—Arrived the *Navarino*, Captain Thomas Paynter, from Wales, on her first voyage. She was built at Bideford.

* The good old times!

August 23.—Sailed the *Navarino*.

Drift-boats, from 10,000 pilchards.

All the boats have arrived safely from Ireland; very bad success, many not having got enough to pay for the outfit of the voyage.

Mackerel-boats, from 1,600, sold to the *Dolphin* at 30s. per hundred.

August 26.—John Winehouse, alias “Old Jack,” was discovered in his bed-chamber hung. Previous to committing the deed he wrote the following against the back of a chair :

“ Do Justice in St. Ives.
Let this be a warning to Mayors.
No law for me!—JOHN NICHOLLS.”

He had made application to the Mayor the same day to get redress for repeated insults from men and boys.

August 27.—The jury met at ten o’clock, but could not come to a determination concerning the late affair, so they adjourned until 8 p.m., when they sat in deliberation until eleven, and came to a decision that the deceased made away with himself when in a state of irritation, driven to the same by repeated insults from the boys.

News arrived of the loss of the *Levant Packet*, on the island of Sicily, the 22nd ultimo.

REFUGEES

August 29, 1828.—Arrived the Dutch ship *Enterprise*, from Ferol, with Portuguese refugees on board.

August 31.—Some of the Portuguese officers left for Falmouth.

September 1.—A great number of the Portuguese left for Falmouth, 372 in all, with some women.

September 2.—The remainder of the refugees left for Falmouth.

September 5.—Arrived the brig *Jane*, of London, from Madeira, ten days' passage from the island, having on board fifty refugees; among the number the Governor of the island and his wife: Pedro's party.

Drift-boats landed over 100 hogsheads pilchards.

September 7.—Sailed the Dutch ship *Enterprize*; arrived the *Shylock*, Barber, from Croisic, with salt.

Arrived the *Grace*, Rowe, from Croisic, with salt.

September 9.—Wind S.W., a strong gale. Twenty-eight boats were driven to Newquay, St. Agnes, and Portreath; two boats lost, one crew saved, but two men from the other boat, Nicholas Phillips and his nephew, were drowned.

September 13.—Sailed the schooner *Jane*, Quick master, for Messina.

September 14 to *22*.—Drift-boats, large catches of pilchards.

September 23.—Thirteen seans in water; some of the shoals are estimated at from 1,500 to 1,800 hogsheads.

September 25.—A great quantity of pilchards landed.

September 26.—Hichens and Co. lost the whole of their fish. The foot-rope tripped, owing to the tides being so strong.

September 27.—Sailed the *Fly*, Sampson, and *Betsy*, Tanner, for Faro; and the *Joseph*, Berriman, for Croisic.

Bolitho and Co. shot a sean at Pednolver.

Drift-boats landed over fifty hogsheads.

Bolitho and Co. shot a sean at Carrack Gladden.

September 29.—Bolitho and Tremearne caught two large shoals at Carrack Gladden.

Some seans shot at Carrack Gladden.

Three seans shot at Carrack Gladden.

A strange light appeared in the sky at 8 p.m.

October 1.—A pilchard was caught in Mr. Tremearne's tuck-net measuring 14 inches in length, $2\frac{3}{4}$ inches in breadth, girth $5\frac{7}{8}$ inches, the head 3 inches, and weighing 11 ounces.*

October 14.—Arrived the account of the loss of the brig *Juno*, near Roscilly Bay. Crew drowned: Captain James Kempthorne, Pascoe, Hodge, and Charles Richards.

October 15.—Sailed the schooner *Mary*, Thomas Harry master, with 383 hogsheads pilchards belonging to the poor fishermen, ventured for a market.

October 19.—Sailed the brig *Lambe*, W. Thomas master, for Ancona, with 418 hogsheads, ventured out by the fishermen.

Nine seans shot at Carrack Gladden.

October 27.—Sailed the brig *Thomas*, with 566 hogsheads for Venice.

October 30.—Sailed the *Active*, Matthews, with 270 hogsheads for the Mediterranean.

November 1.—Sailed the brig *New Manly*, with 650 hogsheads.

* "The fishermen say that the pilchards have a sort of Government amongst them, and that a Monarchical one—viz., a King and Queen. About thirty years since (about A.D. 1700), there were taken two at Mevagissy of an uncommon size, one being more than 13 inches in length, and the other $12\frac{1}{2}$ inches, which they said were the King and Queen."—Tonkin's *Notes to Carew's "Survey of Cornwall."*

November 10.—Sailed the brig *William*, of Hull, with 660 hogsheads, and the *Naples Packet*, Welch master, with 800 hogsheads pilchards.

November 16.—Sailed the brig *Glory*, Pope master, with 650 hogsheads, and the schooner *Pomona*, Major, with 311 hogsheads.

December 2.—Sailed the brig *Calenack*, James Pascoe master, with 640 hogsheads.

December 4.—Sailed the schooner *Dunkins*, with 512 hogsheads.

December 5.—Sailed the schooner *Grace*, Rowe, with 400 hogsheads.

December 6.—The schooner *Economy* was launched. She went off in grand style.

December 13.—Sailed the brig *Agenora*, Best master, with 650 hogsheads.

December 14.—Sailed the *Brothers*, Mollard, for Leghorn, with 468 hogsheads.

December 22.—Sailed the brig *Eagle*, of Penzance, Barnes master, with 900 hogsheads.

December 27.—Sailed the *Liverpool*, T. Rosewall master, with 700 hogsheads.

December 28.—Sailed the brig *Ocean*, Tucker, with 672 hogsheads; the new schooner *Economy*, Williams master, with 500 hogsheads, both for the Mediterranean; and the schooner *Cornubia*, for Hambro', with fish oil.

January 2, 1829.—Sailed the brig *Favourite*, of Penzance, Thomas Gyles master, with 650 hogsheads for Naples; and the *Navarino*, Paynter, for Terceira.

January 4.—A schooner ran on the rock Harva, and instantly disappeared. All the crew drowned.

January 5.—The wreck of the schooner lost yesterday, supposed the *Mary Ann*, Captain Bamfield, of Lelant, was towed into the pier.

Arrived the news of the loss of the sloop *John and Matilda*, when going into Padstow on Sunday last.

January 6.—Sailed the schooner *Nymph*, of London, for Genoa, with 672 hogsheads pilchards.

January 11.—Sailed the schooner *Camilla*, Douglass, with 540 hogsheads.

January 15.—Sailed the brig *Britannia*, with 641 hogsheads.

The total quantity of pilchards exported from St. Ives this season to the Mediterranean amounts to 12,653 hogsheads; twenty-two vessels were loaded here. The pilchards sold from 40s. to 45s. per hogshead.

January 20.—The schooner *Eldred*, the third vessel launched from this port in twelve months, was set afloat this day in good style; some hundreds assembled on the beach to witness the launch.

January 23.—The adventurers of the brig *Lambe's* cargo received their last payment: netted 42s. 5d. per hogshead.

January 27.—Coals per way, at Hayle, 42s.

January 28.—A petition was set out at the Town Hall for signature to both Houses of Parliament against Catholic Emancipation.

March 6.—An old man, named Robert Squires, was found on the beach drowned. He had broken into Mrs. Morton's house, and was discovered in the cellar in a state of intoxication, seated with a half-pint of beer before him, an empty quart measure, and a pitcher of beer to carry away. Whether he afterwards fell into the sea or drowned himself for fear of the consequences is not known.

March 26.—Sailed the schooner-brig *Eldred*, Matthews

master, on her first voyage for Swansea, laden with copper ore.

March 31.—News received that Captain Thomas Bawden, jun., whose ship was run down off the coast of Ireland, had been taken off by a West Indiaman and carried to Liverpool. Whether this is true or not cannot be ascertained.

April 2.—The true account of the loss of the schooner *John*, T. Bawden master, was received this day from James Peak, one of the ship's company. The vessel was thrown on her beam ends, and the crew had to cut away her masts. The weather being very cold, the Captain and a boy died in the night; on the following day Thomas Hart and another boy died; and on the third day James Peak and a passenger were taken off the wreck and carried to Belfast.

April 6.—Sir Christopher Hawkins, Bart., departed this life this morning in the seventy-first year of his age. His death will be greatly felt and deplored by hundreds. His charitable contributions amongst the indigent will be found greatly wanting. A more generous and benevolent landlord could not be found. He was never known to distrain for rent. He established a Free School in St. Ives for the education of the poor, and gave the sum of £100 towards enlarging the Wesleyan Methodist Chapel in this town.

April 11.—Mackerel-boats, from 1,000 to 1,200; sold at 21s. per hundred.

April 14.—Wind W.S.W., a heavy gale; the brig *Ayr*, Thomas Daniel master, was driven on shore in Whitsand Bay. Crew saved.

April 19.—The brig *Ayr* was brought into the Harbour from Whitsand Bay.

April 21.—All Mr. Wellesley's friends had a dinner and £1 to pay for the same.

April 22.—Skiffs *Dolphin* and *Globe* took on board mackerel for Bristol.

May 1.—Mackerel-boats, from 3,000; sold at 25s. and 27s. per 100. Mount's Bay boats fishing here.

May 20.—Fish sell at an enormous price: half-grown breams, 2d. each; small rays, 5d. each; red hellicks, two for 2½d.; salt ling, 4d. per pound; a small fresh ling, 1s. 10d.; cod, 1s. 3d. each. Potatoes, 8s. per bushel; beef, 7d. per pound; butter, 8d. per pound; barley, 16s. to 17s. per bushel.

May 21.—Two small boats on the drift took 600 and 200 large herring; sold two for 1½d.

June 28.—Wind N., a strong gale. The brig *Bellona*, of Cardigan, went on shore on the eastern side of the bay, with no one on board. The crew supposed to have left the ship in the boat, and afterwards drowned, as the boat has been picked up under Zennor cliffs.

July 17.—Sailed the *Jane*, J. Quick, for Liverpool.

July 18.—Arrived the *York Packet*, from Liverpool, with a general cargo.

July 20.—Sailed the brig *Joseph*, Berriman, and the *Ann Williams*, Quick, both for France for salt.

August 1.—Arrived the schooner *Eldred*, from Llanelly, bound for Madeira.

August 4.—Arrived the schooner *Tantivy*, Hodge master, from Newport for Malta, laden with iron.

August 5.—Sailed the *Eldred* and *Tantivy*.

August 11.—Six boats on the drift, 48,000 fine pilchards.

August 21.—Sailed the *Joseph*, Wall, for France.

August 25.—Sailed the *Ann Williams*, *Mary*, and *Pomona*, for France for salt.

Began to measure the houses in each street.

August 26.—The *Mary Ann*, Matthew Daniel, lost in Bude Bay. Crew saved.

August 27.—Thomas Quick, of Trevessa, fell from the main cap of the brig *Minerva*.

August 30.—The brig *Riviere* was launched.

September 4.—Sailed the *Navarino* for Liverpool.

September 10.—A smack from North Wales for London, laden with wheat, went on shore near Gwithian. Crew saved. Also the *Friends*, of Penzance, James master, from Porlock with bark, ran on shore near Pednolver. Crew saved. Vessel got off next tide. Wind N., a strong gale.

September 12.—A large boat went into Basset's Bay to speak the sloop *Providence*, of Plymouth, Honey master, with sails split, and riding with three anchors. She would accept of no assistance, although in such a dangerous situation, and afterwards rode out the gale.

September 13.—The account received that six vessels have been lost near Padstow.

September 20.—Two boats went in search of a vessel, the *Agenora*, of Neath, that was seen floating on the water the previous day.

September 21.—During the past two months ten vessels have been lost between the Land's End and Padstow. This summer is thought, by aged people, to be the worst ever remembered for gales of wind.

September 23.—Drift-boats, catches of mackerel, pilchards, scads, and herring.

September 30.—Sailed the *Sarah*, of North Shields, George Henderson master, laden with coals, for London, having been under general repairs.

October 10.—The Quay sold to Vivian Stevens Williams for £970.

October 14.—John Phillips and his son came over the Bar from Hayle, and afterwards lost their mizzen-mast in the Bay. At midnight they ran on shore near Portreath. Both saved.

October 26.—Sailed the *Bideford*, Mollard, for St. Michael's.

October 27.—Sailed the *Active*, Matthews, for St. Michael's.

October 29.—Sailed the *Levant Packet*, Percival, for Cardiff.

January 14, 1830.—Some thousands of herring-sprat taken; sold at 2d. per 100.

January 18.—More than 200 gurries of sprat taken; sold for manure at 2s. 3d. to 2s. 9d. per gurry.

January 20.—Wind N.E., a strong gale; the brig *Jane*, of Cardigan, was brought into the harbour with the assistance of the lugger *Dolphin*.

January 21.—The pilots were awarded £75 by the arbitrators for bringing in the brig *Jane*.

January 26.—Two hundred gurries of sprat taken, and sold for manure.

January 27.—The schooner *Latona* drifted out of the pier and went on shore near Gwithian.

February 5.—A very heavy fall of snow.

February 6.—Such falls of snow have not been experienced for years past.

February 9.—The Tenth Wesleyan Missionary Anniversary was held.

February 12.—Sailed the *Underhill*, Richards, for Wales.

February 23.—The *Latona* was floated and towed into port.

March 5.—The owners of the *Dolphin* summoned to Penzance.

March 12.—The *Royalist*, 16-gun brig, came into the Bay, took on board a lady and gentleman, and sailed for Liverpool.

March 25.—Mackerel-boats went out for the first time for the season.

March 26.—Some scores of people went on the rock Gowna, in Porthmeor, dry shod, a circumstance not before remembered by the oldest man in St. Ives.

March 29.—The Portreath Preventive-men brought into this port a small boat belonging to a cutter, with two men and some tubs of spirit.

April 8.—The brig *Daniel* was launched.

April 9.—A great conversion among the Methodists.

April 13.—Came into port a brig laden with linseed, from Trieste for Dunkirk, with Captain sick.

April 16.—Boat *Dolphin*, 4,000 mackerel, sold at 28s. per hundred.

April 21.—Mr. James Anthony, Justice, died, aged ninety-three years.

April 24.—Mr. Yonge, Mr. Hichens, Mr. Bazeley, and Mr. Tremearne chosen Aldermen of the borough; and Mr. Edwin Lee the Recorder.

April 28.—James Anthony, Esq., was interred in the church.

May 2.—The Primitive Methodists held a camp-meeting on the Borough Green.

May 9.—The Right Honourable Wellesley Long Pole arrived in town.

May 11.—Mr. Wellesley made a very successful canvass.

May 15.—A gentleman came to the hotel to inspect the property of the late Sir Christopher Hawkins.

May 20.—Mackerel 8s. per hundred.

May 25.—Mr. Halse canvassed the town.

May 28.—The fee property of the late Sir Christopher Hawkins sold in London to the Right Honourable Wellesley Long Pole for £57,250.

June 2.—Reported that the property before mentioned was purchased by the Marquess of Cleveland.

A man fell from the fore-rigging of the *Ann Williams*, anchored in the Bay, pitched on the rail and into the water, and sank to rise no more.

DEATH OF GEORGE IV.

June 28, 1830.—This post brought the news of the death of our beloved and peaceable Sovereign, George IV.

July 5.—The Mayor and Aldermen proclaimed William IV. King of the British Empire, nine days from the death of George IV.

George IV. was proclaimed in St. Ives fourteen days after the death of his father, George III.

July 6.—*Eclipse*, Edward John master, came into the Bay, her first voyage from Swansea with coals.

July 13.—Mr. Halse actively canvassed, and purchased a great many shares in Consols mine.

July 16.—Mr. Halse using all possible machinations to turn the people from their words previously given.

July 20.—Mr. Morrison canvassed the town.

July 23.—The great bell was brought to St. Ives. Weight, 19 cwt. 2 qrs. 5 lbs.*

* The “great bell” referred to is the familiar church bell still in use, which bears engraved upon it the names—

“ JAMES HALSE, Esq., M.P.

“ MATTHEW MAJOR,

“ THOMAS TREMEARNE, Jun.,

“ WILLIAM HICHENS,

} Church Wardens.

“ JAS. OATEY, Fecit.

“ 9th June, 1830.”

THE ELECTION

July 28, 1830.—The writs for the General Election were read.

July 30.—Mr. Wellesley arrived in company with General Doyle.

July 31.—The Right Honourable W. L. Wellesley left for Essex after making, at the Free School, a most excellent speech on the good conduct of the voters of St. Ives in general, and the diabolical, lying, insinuating, outrageous, and base plots and contrivances and oppressive means carried on against the poor by their opponent; and the manner in which he (the Right Honourable) was used by the said opponent, after paying him £4,000 and £500.

August 4.—The poll commenced at 10 a.m. Wel-

The smaller church bell, formerly called the “parson’s bell,” the sound of which is now rarely heard, bears engraved upon it—

| | | |
|---|---|-----------------|
| “MATTHEW MAJOR, “THOMAS TREMEARNE, Jun., “WILLIAM HITCHENS, | } | Church Wardens. |
|---|---|-----------------|

“JAS. OATEY, Maker.

“Copperhouse Foundry,
 “9 June, 1830.”

The large bell has a piece broken out of the rim, and it is stated that an outer rim “as large as a cart-wheel” was broken from this bell many years ago. These two bells were cast from the metal of five other bells, which had previously hung in the church tower. It is not known by the present writer when these bells were placed in position, or by whom, but it is remembered by persons still living that one of the bells was cracked prior to 1830, and lay for some time in the belfry. This bell had engraved upon it the name of

“THOMAS ANTHONY, Mayor, 1721,”

and it is supposed that the bells were presented by the Mayor and other gentlemen at that time.

lesley, 217; Morrison, 181; Halse, 152. Thus ended the poll.*

August 5.—Mr. Morrison left for London.

August 6.—A dinner was given to all the votes of Mr. Wellesley—3s. 6d. per plate, and 6s. 6d. for the benefit of the house.

August 16.—Mr. Hart's wooden house was launched.

August 19.—One boat, 20,000 pilchards.

August 21 to 27.—Drift-boats, large catches of pilchards.

September 1.—Bolitho Company shot a sean at the Poll.

September 3.—Seven seans shot at the various stems; only two missed the fish.

September 4.—Drift-boats, large catches. Four seans shot this morning.

September 9.—Arrived the *John Wesley*, Emanuel Bryant, from Wales. Her first voyage.

September 18.—One boat, 3,000 mackerel.

September 28.—Four seans shot.

September 30.—Herrings, pilchards, and mackerel taken on the drift.

October 4.—Tremearne Company shot a sean at the Leigh.

October 9.—Quay sold for £1,000.

October 13.—Tremearne Company caught a shoal of herrings at the Leigh.

October 26.—£35 taken out of the Poor Rate to pay

* "By 1830 the feelings of the country were changed, and both the borough's members were Whigs. Halse did indeed make a gallant fight for one of the seats, but his struggle was in vain, for Mr. Wellesley Long Pole, re-appearing after an absence of several years, and Mr. James Morrison, the senior partner and founder of Morrisons, of the Fore Street warehouse, carried everything before them."—W. P. COURTNEY: *Parliamentary History of Cornwall*.

the constables chosen by the Mayor, Richard Hichens, Esq., to attend the late General Election, when they were not wanted.

October 30.—Sailed the brig *Zion*, with 950 hogsheads; the *Thomas*, Wearne, with 568 hogsheads; the *Mary*, Harry, with 393 hogsheads; and the *Grace*, Molland, with 397 hogsheads pilchards—all for the Mediterranean.

November 2.—Market-house tolls sold for £107.

November 8.—Sailed the *Betsy*, Couch, with 397 hogsheads.

November 16.—Sailed the *Eclipse*, Edward John, with 578 hogsheads.

November 18.—Sailed the *Betsy*, Tanner, and the *Active*, Matthews, both for St. Michael's.

November 23.—Sailed the *Pomona*, Major, with 318 hogsheads.

November 28.—Arrived in the roads H.M. steam-packet *Armenia*, from Corfu, and landed the mails.

November 29.—Sailed the brig *Rapid*, Rosewall, with 704 hogsheads.

November 30.—A great number of vessels that have been kept in port by the late S.W. gales sailed this day; 103 sail in all.

December 2.—Came into port the *Betsy*, Tanner, after being fifteen days at sea bound to St. Michael's. Sailed the brig *Archimedes*, with 574 hogsheads pilchards.

December 3.—Sailed the brig *Henry*, with 571 hogsheads.

December 5.—Wind S. by E. One brig wrecked at Penzance, from the Brazils, laden with sugar. A man washed over the Quay and drowned.

December 9.—Arrived the *Lydia*, *Liberty*, and two other vessels.

December 11.—Sailed the schooner *Eldred*, with 510 hogsheads.

December 17.—John Phillips and Sidney lost their boats, bound to Hayle, laden with manure.

December 19.—Sailed the Jersey schooner, with 452 hogsheads.

December 20.—Wind N.E., a strong gale. A dismasted vessel lying at anchor about quarter mile from Godrevy. She proved to be the *Unity*, of Jersey, laden with coals and earthenware.

December 21.—The boat *Dolphin* took the *Unity* in tow and brought her into the pier.

December 23.—Sailed the *Polmanter* for Figuera.

Total pilchards exported to the Mediterranean this season from St. Ives, 6,412 hogsheads; twelve ships loaded here.

January 10, 1831.—Arrived the *Active*, Matthews, from St. Michael's, in twelve days.

January 13.—Sailed the *Active* for Barnstaple.

January 14.—Sailed the *Fly*, Sampson, for Bristol, with wheat from Spain.

January 17.—The schooner *Jane*, of Falmouth, laden with coals, sunk on Hayle Bar.

January 24.—Sailed the *John Wesley* for Bilbao.

February 3.—Sailed the *Active*, Matthews, and *Fly*, Sampson, for St. Michael's; the *Joseph*, Wall, and *Diligence*, Hodge, for Bilbao for corn—5s. 6d. per quarter freight.

February 14.—Arrived the *Thomas*, Wearne, from the Mediterranean, with grain for Gloucester. All hopes of the safety of the *Shylock*, Captain Barber, have been given up. She sailed on the 31st January with copper-ore for Neath.

February 18.—Sailed the *Union* for St. Michael's.

February 22.—Sailed the *Redruth*, James Ninnis, and the *Exchange*, Stevens, for Bilbao for grain.

February 27.—Three men interred to-day, aged respectively eighty-three, eighty-four, and eighty-five years

March 10.—Arrived the *Eclipse*, Edward John, from Naples for Bristol with grain.

March 22.—Mackerel-boats shoot for the first time for the season—2,000 between ten boats.

April 3.—Arrived the *Grace*, from Gallipoli, with oil for Gloucester.

April 5.—Sailed the *Redruth* for London, laden with wheat from Bilbao.

April 6.—Sailed the *John Wesley* for Liverpool.

April 16.—Sailed the *Maria*, George Chellew, for La Rochelle, laden with coals.

April 22.—Arrived a Brazilian ship, with 169 emigrants and merchants. All landed here.

ANOTHER ELECTION

April 25, 1831.—The Mayor, Richard Hichens, Esq., and the Town Clerk read the writs for a General Election.

April 30.—At 9 a.m. the two candidates repaired to the Guild Hall, and after some time waiting, and no other candidate having come forward to cause an opposition, the votes present signified their intentions, by show of hands, that the two candidates proposed, James Halse, Esq., and Edward Lytton Bulwer, Esq., were duly and truly elected members to serve in Parliament.*

* "In the Parliament which passed the Reform Bill the traditional policy of the St. Ives electors re-asserted itself. Halse as the Tory, and Edward Lytton Bulwer as in the main a supporter of

May 3.—Sailed the Brazilian ship, with Spanish refugees on board, bound for Brest, in France.

May 5.—Nine men drawn to serve in the County Militia: Geo. Redfern, Sam. May, Mr. Burgess, Mr. Bevan, R. Curnow, Richard Lander, W. Penberthy, N. Cardew, and Morris. There has been no drawing for the six preceding years.

May 7.—The Preventive-boat at St. Agnes took a small cutter with 120 kegs of spirits

May 11.—Yesterday the polling at Lostwithiel commenced for the County candidates, Mr. W. W. Pendarves, Sir Charles Lemon, Sir Richard Vyvyan, and Lord Valetort.

May 16.—The smugglers were condemned.

May 19.—A little boy, aged four years, son of Parson Aldridge, was so dreadfully burnt by his clothes taking fire at the grate that he died in a few hours.

June 9.—Six boats sailed for Ireland for the herring fishery.*

Whig policy, were their members. Halse was, of course, a silent vote, and nothing more; but Bulwer, the Tory Lord Lytton of later life, addressed the house several times on congenial subjects. Then in the hey-day of his Liberal feeling, his voice was the first to be heard in opposition to the proposal that the Reform Bill should be read six months later. If any elector for St. Ives in the year 1831 should still be alive, he may recall with pride that the last of their Members, before the Reform Bill, was the illustrious author and distinguished politician, Lord Lytton.”—W. P. COURTNEY: *Parliamentary History of Cornwall*.

* “The Cornish fishermen carry on a considerable fishery for herrings on the coast of Ireland. This fishery was commenced in the year 1816 by a person of St. Ives called Noall. The attempt which was a bold one, succeeded. At first only two or three engaged in it; the next year the number had increased to twelve. In 1821 (May) two boats sailed from Newlyn, and the success of these and the St. Ives boats was so great that the fishermen of Moushole were induced to commence it in 1823. The number has increased

THE SMUGGLERS

July 2, 1831.—A smuggler, with ninety-nine tubs of spirits and a crew of six men, was captured by the Preventive-boat belonging to this station.

July 13.—The smugglers were tried. One Frenchman cleared as a passenger, but the five Englishmen condemned to imprisonment and a fine of £100 each.

July 15.—Sailed the *Jane, Quick*, for La Rochelle.

Our author's journey to Bodmin and back. July 30th, quitted St. Ives at 8 a.m. to go to Bodmin. On the 31st, hot weather; rested all day at the Prince of Wales, two miles from Bodmin. On August 1st, arrived at Bodmin, and our case was ended at three o'clock. On the second of August left Bodmin at half-past two in the morning; arrived at Truro at 5.45 a.m., and at 10 a.m. took part of a stage van to Redruth. Arrived there at 1 p.m., and left at 2 p.m. by Mr. John's van, and arrived at St. Ives at 7.30 p.m.

August 3.—Two boats on the drift, 32,000 pilchards.

August 17.—Five seans shot; drift-boats, large catches.

August 20.—Purchased 500 bushels French salt, at 1s. 2½d. per bushel.

August 22.—Arrived the *Brothers, Mollard*, from London, bound for Messina.

August 26.—Arrived the *Jane, Quick*, from France, with salt.

August 28—Sunday.—Some thousands of hogsheads of fish passed through the stems, in consequence of the sean concerns having agreed not to fish on a

every year. In 1836 and 1837 the boats were very successful, and brought home £10,000 each season after paying the whole of their expenses."—*Report, Royal Cornwall Polytechnic Society, 1838.*

Sunday. The fish were passing from 11 a.m. until 7 p.m., when Mr. T. Tremearne put one of his boats to sea and caught a fine shoal of 600 hogsheads.

August 29.—Drift-boats, very large catches.

August 30.—Several seans shot; Bolitho Company two fine shoals.

September 2.—Sailed the *Maria* for France for salt.

September 6.—Twenty seans shot: Bolitho six, Wearne five; all caught fish. One sean, belonging to Bamfield, went round the Head.

September 7 and 8.—Three seans shot at Carrack Gladden.

September 15 and 18.—Arrived the *Eclipse* and *Jane* with salt.

September 21.—Hichens Company shot a sean at the Leigh.

September 25.—Arrived the *Herald*, steam-packet, on her first voyage from Bristol.

September 26.—Bolitho shot at Porthminster.

September 30.—Four seans shot; a great number of vessels came into the pier.

October 2.—Sailed about fifty ships to go round the land.

October 3.—Arrived the *Herald*, steam-packet, her second voyage.

October 5.—Sailed the steamer for Bristol.

October 18.—Sailed the *John Wesley* for Ancona, with 396 hogsheads pilchards.

October 25.—Sailed the *Lavinia*, Rosewall, with 800 hogsheads.

October 29.—Sailed the *Eclipse*, with 597 hogsheads.

November 5.—Sailed the *Eldred*, Matthews, with 510 hogsheads; the *Betsy*, Couch, with 400 hogsheads; the *Janet*, Dysart, with 700 hogsheads; the *Thomas*,

Richards, with 591 hogsheads; and the *John Daniel*, Richards, with 612 hogsheads—all for the Mediterranean.

November 9.—Sailed the *Jane*, Quick, with 290 hogsheads; *Heligan*, with 450 hogsheads; and the *Melanthon*, with 800 hogsheads.

November 17.—Sailed the *Mary*, Thomas Harry, with 390 hogsheads pilchards.

November 25.—Sailed the *Briton*, Lang, with 504 hogsheads; and the *Nymph*, with 600 hogsheads.

November 26.—Bolitho's took a shoal of pilchards at Porthminster. Sailed the *Tuscan*, with 670 hogsheads.

November 29.—Sailed the *Jane*, with 394 hogsheads; and the *Levant Packet*, with 483 hogsheads.

December 4.—Captain Moses Martin, of the Preventive Service, with the assistance of the pilot-gigs and their crews, took a smuggler with 339 tubs of spirits and a crew of eight hands.

December 5.—Sailed the *Economy*, Williams, with 538 hogsheads pilchards.

December 10.—Sailed the brig *Eliza*, of Scarbro', with 600 hogsheads; and the *Eagle*, with 750 hogsheads.

Total quantity of pilchards exported from St. Ives to the Mediterranean this season, 11,075 hogsheads. This does not include the quantity sent to Penzance. Twenty vessels loaded here.

December 14.—Arrived a ship from Quebec, laden with timber, for London, short of provisions and very leaky.

January 6, 1832.—Came into port a Swedish schooner-brig from the Brazils, laden with coffee, rum, sugar, etc.

January 11.—The *Herald* steamer towed into the harbour a schooner with fore-topmast gone.

January 19.—Passed this port the *Camilla*, Edward Hain master, on her first voyage.

January 27.—A great many vessels arrived from Wales.

February 3.—The *Sally*, of London, went on shore at Portreath, laden with tallow, oil, logwood, etc.

February 18.—The *Betsy*, Tanner master, was run down off Boscastle by the *Jane and Sarah*, Hicks master.

March 1.—One of the pilot-gigs, when towing a smack over Hayle Bar, was filled by a heavy sea, and her crew of six men precipitated into the ocean. John Lander and his son, who were fishing in the Bay, being alarmed by the cries, rowed towards the Bar, and fell in with four of the crew, some on oars, and one on the bottom of the gig. Three of them were preserved—viz., Isaac Thomas, John Jacobs, and a stranger belonging to Ilfracombe; but one, Richard Humphries, was drowned. After their arrival in the pier another gig was manned, and to the westward of Carrack Gladden fell in with Michael Welch, lying drowned upon two oars. The other man swam to the smack, and, although given up for drowned, arrived home at ten o'clock.

March 4.—No less than six persons lying dead in the parish of St. Ives.

March 6.—Arrived the *Jane*, from Messina, with fruit for Copenhagen.

March 21.—The day appointed by Royal Proclamation for a general fast, and it was to all appearance more solemnized than the Sabbath by the whole of the inhabitants. No one working, neither any shops open for business, to the great credit of our town.

April 2.—They began to take down the old Market House, built 1490.*

April 5.—Arrived the *Herald*, steamer, from Bristol.

April 20.—A sermon was preached at Halsetown on behalf of the new Wesleyan Chapel.

April 26.—The first worked stone was laid in the new Market House.

May 31.—Four boats sailed for Ireland.

June 4.—The *Herald*, steamer, left on an excursion to Penzance and the Scilly Islands.

June 18.—Mr. Richard Hichens canvassed for James

* “In the year 1832 it was found that the dilapidated state and inconvenient structure and want of accommodation of or in the Market House, Town Hall, and town jail or prison, with reference to the increasing population of the borough, and to the administration of law and justice, and the due maintenance of good order, having rendered it expedient that the same should be taken down and rebuilt upon a more extended scale, and it having been estimated that the cost of so doing would amount to the sum of £800, a general meeting or assembly of the Corporation was held at the residence of the Mayor, Walter Yonge, Esq., to take these matters into due consideration, and it was resolved to accept the offer of James Halse, Esq., made on behalf of Edwin Ley, Esq., to lend to the Corporation the sum of £800, with interest at 5 per cent. per annum; and it was further resolved to accept the offer of James Halse, Esq., that he would forthwith present the Corporation with the sum of £100 as a free gift towards the reduction of the said sum of £800, and the documents giving effect to the above were duly executed at the meeting. Present :

“ WALTER YONGE, *Mayor*,
 “ RICHARD HICHENS, *Justice*,
 “ JAMES HALSE,
 “ WILLIAM BAZELEY,
 “ THOMAS TREMEARNE,
 “ WILLIAM BAZELEY, Jun.,
 “ WILLIAM HICHENS,
 “ JOHN CHELLEW.”

From the Corporation Records.

Halse, Esq., for the election under the New Reform Act.

June 21.—The *Fame*, John Stevens, carried away her foremast.

July 2.—The sloop *Truro*, of London, seized by Mr. Moses Martin, Coast-guard officer, with 100 tubs and a crew of five men, off Gurnard's Head.

July 8.—Mr. Croker, a London traveller, was thrown out of his gig. The horse was brought to Mr. Burgess's at 11 p.m., when search was made, and Mr. Croker was found at 5 a.m. dead in a ditch on the road between St. Ives and Lelant.

July 13.—Sailed the *Caroline* for Quebec.

July 15.—Sailed the *Phœbe* for Quebec.

July 21.—Mr. Halse arrived in the *Herald* steamer.

July 24.—Two drift-boats, 2,000 and 11,000 pilchards. Four seans put in.

July 27.—Sailed the *John Wesley* for Isle de Ré for salt. Eight seans put in.

July 30.—Sailed the *Jane*, Quick, for Croisic for salt. The seaners went into pay.

August 18.—Sailed the *Thomas*, Richards, and the *Joseph*, Williams, for France for salt.

August 22.—Arrived the *Mary*, Harry, from Croisic, with salt.

August 23.—Arrived the *John Wesley* with salt.

August 27.—Bolitho and Wearne each shot a sean.

August 28.—The first case of cholera, which terminated in death.

August 29.—Strong gale N.N.W. The two seans shot were partly destroyed by the sea and taken up yesterday.

August 30.—Tremearne took a shoal of fish at Carrack Gladden.

August 31.—Nine seans shot, but only three caught fish: small shoals.

September 1.—Eight seans shot at the different stems, all caught fish except Hichens and Co.

September 2.—Hichens and Co. shot two seans.

September 11.—The fair at Halsetown.

September 13.—Sailed the *Jane*, Quick, for Croisic for salt.

September 19.—Arrived the *John Daniel* from Cork.

September 26.—Fish sold at 38s. 6d. per hogshead.

September 27.—Since the cholera has been raging prayers have been regularly said at the Wesleyan Chapel every Monday and Thursday, service in the church every Wednesday, and prayer-meetings at the Primitives every Friday.

October 12.—A large steam-vessel passed the Head.

October 18.—Sailed the brig *Favourite*, of Penzance, with 650 hogsheads pilchards for Venice.

October 19.—Arrived the *Shepherdess*, of Bideford, to load fish.

October 21.—Sailed the brig *Earl Grey*, of Yarmouth, with 600 hogsheads.

October 25.—Sailed the *Shepherdess*, with 650 hogsheads, and the *Mary*, Thomas Harry, with 398 hogsheads.

October 27.—Sailed the schooner *Adelaide*, of Yarmouth, with 430 hogsheads.

October 29.—Sailed the *Jane*, Quick, with 290 hogsheads for Genoa. Arrived the *Rosewall*, from Oporto, in ballast.

October 30.—Six persons dead in Penzance with the cholera.

October 31.—Sailed the *Hiram*, with 600 hogsheads.

November 1.—William Bazeley, Esq., the elder,

chosen Mayor by the Aldermen, or so it is reported. None of the inhabitants were permitted to assemble at the time, an ancient custom refused them.

November 2.—Sailed the brig *Comet*, of Yarmouth, with 650 hogsheads.

November 5.—The brig *Perseverance*, of Newcastle, laden with salt from Liverpool, ran on shore on Hayle Bar. Crew saved, except one boy : vessel a total wreck.

November 6.—Sailed the schooner *Nymph*, with 660 hogsheads, for the Mediterranean, and the *Diligence* for St. Michael's.

November 7.—Sailed the *Joseph* and the *Navarino* for the Western Isles.

November 8.—Sailed the brig *Palmer*, of Yarmouth, with 700 hogsheads pilchards.

November 12.—Sailed the *Ann Williams*, with 330 hogsheads.

November 14.—Sailed the *Liverpool Packet*, with 650 hogsheads, also the *Commerce*, Tremearne, for Newquay.

November 17.—Sailed the *Sir Burchell Wray* with 450 hogsheads.

November 21.—This day was entirely set apart for a general thanksgiving, by order of the Mayor, in compliance with a requisition made by the principal inhabitants. All the shops are closed and all labour suspended for the day. This is done to offer prayers to the Great Head of all for His good and gracious blessing bestowed upon us as a town, highly favoured and miraculously preserved from that direful and pestilential calamity the cholera, by which our Kingdom and the neighbouring towns have been so sorely afflicted.

November 23.—Sailed the *Roselle* with 325 hogsheads pilchards.

November 24.—Arrived the *Eldred*, Matthews, from Cardiff for London.

December 1.—Sailed the *Rosewall*, Rosewall, with 526 hogsheads; the *Camilla*, Hain, with 540 hogsheads; the *Naples Packet*, French, with 880 hogsheads; the *Packet*, with 700 hogsheads—all for the Mediterranean. Also sailed the *Fidelity*, Rowe, for St. Michael's; the *Eldred*, for London; *Grace*, for Plymouth; *Maria*, for the Mount; *Tryphena*, for Plymouth; and the *Martial*, for London.

December 6.—Mr. Praed made a public speech at the Hotel.

Drift-boats, 5,000 pilchards.

December 7.—Great quantities of fish have passed.

The writ was publicly read for a General Election.

December 9.—A great many thousands of hogsheads of pilchards taken in the Mount's Bay.

December 10.—Sailed the *Union*, Trevorrow, on her first voyage.

AN ELECTION

December 11, 1832.—Poll commenced at 9 a.m. Candidates, Henry Lewis Stephens, Esq., James Halse, Esq., and Winthrop Mackworth Praed, Esq. The first election for the United Borough of St. Ives, Lelant and Towednack, returning one Member under the New Reform Act, 1832.

December 12.—Poll closed; Mr. Halse declared duly elected. Halse, 302; Praed, 168; Stephens, 39. Mr. Praed immediately commenced an active canvass.

December 29.—The *Gipsy*, of Plymouth, and her crew lost near Hocking's Cove.

December 31.—Came into port the *Providence*, *Active*, *Tom Bowline*, *Triton*, and *Gannet*.

Total number of hogsheads of pilchards exported to the Mediterranean from St. Ives this season, 10,029.

January 9, 1833.—Arrived the *Jane Russell* from Bristol, with general goods for Truro, and the *Bristol Packet* with general goods for Dartmouth.

January 10.—Arrived the *Diligence*, Rowe, from London. At 8 p.m. the boat belonging to this vessel was capsized by the surf, and the Captain, mate, and two of the crew were thrown into the water. By the exertions of a man in a small boat, three of them were rescued, but the mate, John Gyles, was drowned.

Also arrived the *St. Austell*, Grenfell, from Newport for Fowey, with coals.

February 8.—News received of the loss of the *Rosewall* on the Isle of Corsica.

Sailed the *Lydia*, Stevens, for Wales.

February 9.—Sailed a large number of vessels.

February 18.—Arrived the *Britannia*, *Commerce*, *Kite*, and *Mary Ann*, all coal-laden.

February 19.—Arrived the *Fanny*, Sandow, from the Mount. Sailed the *John Wesley* with copper-ore.

February 20.—A tremendous gale N.W. The *Peggy*, of Newport, lost near St. Agnes. One man drowned, and the boy had his leg broken.

February 21.—A vessel with masts gone descried at anchor about four miles off Pentowan. A gig boarded her at 2 p.m.

February 22.—The vessel mentioned, a Portuguese from Waterford in ballast, was brought into the harbour. The Captain, mate, and four of the crew left for the shore in the boat to gain assistance, only two men and a boy remaining on board. The Captain and others arrived overland from St. Agnes.

February 22.—A large number of vessels arrived and sailed.

February 23.—A meeting was held at the Free School to petition Parliament to do away with the select vestry, and other abuses in this borough.

February 26.—Arrived the *Diligence*, Rowe, from St. Michael's, in thirteen days.

March 5.—A large number of vessels sailed from this port and Hayle. The wind suddenly flew to the north, with a strong gale. Over twenty vessels put back, some to St. Ives, others went round the land.

March 6.—A schooner was observed to founder about two leagues from St. Ives, and soon afterwards the ship's boat was seen flying a handkerchief on an oar. The *Dolphin* put to sea, and brought them safe to land.

The schooner proved to be the *Good Statesman*, of Brixham, Captain Buckingham, which sailed from Hayle the previous evening with ninety-four tons copper-ore for Wales.

March 8.—Arrived H.M. cutter *Sparrow* from Swansea.

March 12 and 13.—Sailed the Welsh fleet, twenty-nine sail, and H.M. cutter *Sparrow*.

March 16.—Arrived the *Twin Brothers*, Captain Bull, from Norway.

March 19.—The smack *Gipsy* got on shore after leaving St. Ives.

March 21.—Arrived several vessels from Wales.

March 26.—One drift-boat, 450 mackerel.

March 27 and 28.—A large fleet sailed for Wales.

April 2.—Boats, from 500 to 2,000 fine mackerel.

April 4.—Sailed the *Phœbe*, Richards, for North America.

April 10.—Boats, good catches of mackerel, 50,000 in all. Sailed the *Chyandour*, Hain, for Plymouth.

April 11.—Over twenty vessels arrived and sailed.

April 18.—A man sent to Bodmin on the charge of stealing tin from Consols Mine.

April 19.—Boats, large catches of mackerel; price 10s. per hundred.

April 23.—Arrived the *Chyandour*, Hain, from Plymouth.

April 24.—Arrived the *Goytree*, Noall, from Wales.

April 30.—Arrived the *Jane*, Quick, from Messina, with fruit for Dublin, in forty-eight days.

May 7.—Arrived the *Morton*, her first voyage, from Wales.

May 12.—Arrived the *Commerce*, Tremearne, from Liverpool.

May 30.—Boats, from 1,000 to 3,000 mackerel.

June 3.—Fine rain, which was much desired. The month of May was so hot that it was never known to be finer or hotter in these latitudes.

June 5.—Mrs. Mary Hichens was interred in the church.

June 17.—Left St. Ives for Ilfracombe; remained at Barnstable and Bideford from the 18th to 29th; embarked on board the *Herald* steamer at Ilfracombe, and landed at St. Ives on the 30th.

July 5.—Arrived the *Richard*, Couch, from Padstow.

July 6.—Arrived the *Morton*, *Despatch*, and *Maria*.

July 13.—Drift-boats, from 2,000 to 3,000 fine pilchards.

July 18.—Sailed the *Agnes*, *Jane*, and *Mary*, for Croisic for salt; arrived the *Industrie* for Hayle, with timber from Norway.

July 19.—Arrived the *Phœbe* from Quebec, in twenty-eight days.

July 20.—The *Lively*, of Yarmouth, towed in by the *Susan*, with fore and main topmasts gone.

July 29.—Arrived the *Thomas*, *Unity*, and *Mary*, from Croisic with salt.

The seiners went into pay.

July 31.—Arrived the *Jane* from Croisic.

August 12.—Harvest commenced in this parish.

Sailed the *Jane* for Croisic.

August 20.—Drift-boats, good catches of pilchards.

Arrived the brig *Caroline*, Captain Tom Daniel, from Quebec, in twenty-five days, with timber for this port.

August 26.—Three seans shot, two caught fish.

August 27.—Tremearne caught a shoal at Pednolver.

August 30.—Arrived the *Jane* from Croisic with salt.

September 2.—Hichens took a small shoal at Carrack Gladden. Bolitho shot at Porthminster and missed.

September 5.—Wearne and Co. caught a small shoal.

September 6.—Sailed the *Caroline*, Daniel; also H.M. Revenue cutter *Viper*, on a cruise.

September 10.—Halsetown fair.

September 19.—Bolitho shot at the Poll.

September 20.—Wearne and Co. shot on sprat.

October 2.—Arrived two French vessels with salt.

A Special Commissioner sat in the Guild Hall to investigate the Corporation.

October 6.—Arrived the *Edwin*, Matthews, from Wales: her first voyage.

October 10.—Quay dues sold to Mr. Roger Wearne for £965, or £130 more than last year.

October 14.—Sailed the *Levant Packet* with 670 hogsheads for Naples, belonging to several adventurers, sean and drift.

October 15.—The *Levant Packet* came back into the harbour: a very heavy gale, W. by N., with a tremendous surf. The *Harmony*, repairing on the blocks, was washed down, and some of the fishing-boats totally destroyed.

October 19.—Sailed the *Levant Packet*, also the *Thomas, Richards*, with 590 hogsheads.

October 23.—Boats on the drift, 1,000 to 7,000 mackerel.

October 24.—The boats have brought on shore upwards of 70,000 mackerel, selling at 12s. 6d. to 15s. per hundred. One of the small boats, when coming up along shore from the Western Carrack, is supposed to have foundered about 3 a.m. in a heavy squall, with her crew of four young men—viz., Henry Polmeor, David Polmeor, Richard Hodge, and Garland Hain. One of them was heard in the water by the crew of another boat, who tacked several times in the endeavour to pick him up, but they could not reach him, and he hailed them for the last time, saying, “I can do no more.” It is conjectured that the boat had too great a quantity of fish on board for her size. Wind S.S.E., a strong gale.

October 25 to 30.—Drift-boats, large catches of mackerel. The Mount’s Bay boats have come round to fish here.

November 1.—William Bazeley, Jun., Mayor for the ensuing year.

November 5.—The body of a man picked up, supposed to be David Polmeor.

November 13.—The *Lovely Emma* was launched. She is the largest and finest-modelled vessel ever built here: 170 tons register.

November 14.—Wearne and Co. shot at Carrack Gladden.

November 17.—Five seans shot : over 3,000 hogsheads taken.

November 30.—The wreck of a vessel, the *Mary Ann*, of Stronoway, laden with timber, supposed from the Baltic, came on shore on the Wrass Point.

December 13.—Report received that the *Providence*, W. Veal master, from St. Ives for Swansea, with copper-ore, was wrecked near Tenby. Crew saved.

January 2, 1834.—Arrived a Dutch galliot from Surinam, laden with cotton and sugar.

January 4.—Augustus Stephens, Esq., Collector of Customs, died. Matthew Daniel drowned at Portreath.

January 10.—Arrived the *Diligence*, Rowe, from Seville for Liverpool, twenty days on passage. A tremendous ground sea coming on shore.

January 15.—Arrived the *Saltem Rock*, Mollard, in thirty-six days from New York, with mate and one of the crew lost overboard.

January 17.—Up to the present we have had nothing but gales of wind and rain for nine weeks. Some vessels have been wind-bound in Wales more than eleven weeks.

January 20.—Sailed the *Emma* with 890 hogsheads pilchards, but came back again, having carried away her main truss, and very leaky.

January 30.—Sailed for the Mediterranean: the *Emma*, with 890 hogsheads; *Heligan*, 446 hogsheads; *Mary*, 398 hogsheads; *Amity*, 430 hogsheads; and *Mary and Eliza*, with 450 hogsheads pilchards.

January 31.—Arrived several ships.

February 11.—Wind N.N.W. Sailed the whole of the wind-bound vessels for their several destinations coastwise, also the *Amity* and *Mary* for the Medi-

terranean with fish, the third time of their sailing from this port. Arrived and gone into Hayle a great many of the Welsh fleet; some of them have been up Channel for fourteen weeks.

February 13.—Sailed the *Trefusis*, with 439 hogsheads.

February 15.—Sailed the *Sterling*, with 500 hogsheads.

Total export of pilchards from St. Ives to the Mediterranean this season, 4,813 hogsheads.

February 21.—Sailed the *Nederland*, Dutch galliot, for Amsterdam. Her repairs here have cost £737.

February 28.—News received of the death of Samuel Stevens, Esq., of Tregenna.

March 1.—Fourteenth Wesleyan Missionary Anniversary Meeting held in the chapel. Chair taken by Mr. Joseph Carne. Collection amounted to £57.

April 18.—Boats, good catches of mackerel.

June 10.—The schooner *James* was launched after being lengthened.

July 3.—Arrived the French sloop *Active*, from Croisic, with salt.

July 19.—A great number of vessels came into the pier, and others anchored in the roads.

July 25.—One drift-boat, 4,000 pilchards.

NEGRO EMANCIPATION

August 1, 1834.—This day the whole of the black population in the British possessions are to be emancipated, to the number of 800,000. All the shops are closed throughout the town, and prayer meetings held and sermons preached on the occasion.

August 6.—Four drift-boats, 28,000 pilchards.

August 21.—Arrived the *Caroline*, Daniel, from Quebec, laden with timber for this port. Thirty-six days' passage.

September 8.—Sailed the *Caroline* for North America, and *Fidelity* for Seville. The schooner *Castor* was towed into the pier with loss of foremast and bowsprit, having been in collision with another vessel.

September 9.—Sailed the schooner *Fly* for Seville. The *Morton* towed in the mast and bowsprit of the *Castor*, and proceeded on her voyage to Wales.

September 16.—St. Ives' Regatta commenced at 11 a.m.

October 3.—Some playing shoals of fish appeared in the Bay.

October 7.—Drift-boats, good catches of mackerel. Bolitho's shot a seine and missed.

October 8.—Drift-boats, seventeen in number, landed £100 worth of mackerel.

Sailed the *Catherine*, Toms, for Portreath; *Morton*, *Morton*, and *John*, Noall, for Wales.

October 9.—Sailed the *Edwin*, Matthews, for Wales.

October 10.—Arrived the *Britannia*, Leddra, and *Gem*, Mollard, from Wales.

October 21.—Sailed the *Active*, Jennings, for St. Michael's, and the *Pendarvis* for Messina.

Quay dues sold to Mr. Roger Wearne for £950.

October 22.—Arrived the *Ann*, Mollard, *Maria* and *Betsy*, Rouse, and *John*, Noall.

October 24.—A large shoal of fish appeared in the Bay.

October 29.—Hichens and Co. shot at the Leigh

November 2.—Hichens and Tremearne caught small shoals.

November 3.—Market-tolls sold to Mr. George Wasley for £150.

November 7.—A heavy gale W.S.W.; much damage to houses.

November 8.—Nine seans shot at various stems.

Estimated quantity : Hichens, 3,000 hogsheads ; Wearne, 2,000 ; Bolitho's, 1,500 ; and Bamfield, 500 ; in all, 7,000 hogsheads.

A most beautiful lunar rainbow appeared.

November 10.—Wind N.E., blowing a strong gale. All the seans shot are destroyed, and the fish lost.

November 12.—Four seans shot at Pednolver and Carn Crowse.

November 13.—Hichens and Co. caught a fine shoal at Carn Crowse. The wind freshened, with a heavy sea on the low water. All the seans were torn to pieces, and the fish again lost.

November 18.—A fine shoal of fish passed deep.

November 19.—Some thousands of hogsheads of pilchards passed in one large shoal. Six seans shot at the various stems.

November 25.—A great many seans shot at different stems, and some thousands of hogsheads enclosed.

December 8.—Wearne and Co. took up the last of their fish caught on November 25. This is the largest quantity ever remembered to be enclosed in one sean.

January 1, 1835.—Sailed the *Superior*, with 375 hogsheads ; the *Levant Packet*, with 650 hogsheads ; and the *John*, with 663 hogsheads, for the Mediterranean.

January 3.—The writs for a General Election were read.

January 7.—Polling day. James Halse, Esq., elected without opposition, this being the fourth time he has been elected for this borough.

January 8.—Sailed the *Eclipse*, with 585 hogsheads ; *Eliza* and *Nanny*, with 490 hogsheads ; and *Edmund*, with 474 hogsheads pilchards, for the Mediterranean.

January 17.—Sailed the *Brothers*, Welch, with 376 hogsheads.

January 19.—A heavy gale. The *Underhill*, Richards, went on shore on St. Michael's Mount.

February 6.—A meeting of the inhabitants was held in the Town Hall, to take into consideration the best method of lighting the town with gas.

February 10.—Sailed the *Rapid* and *Eagle* for the Mediterranean with pilchards.

February 13.—A meeting of the Gas Company was held in the Town Hall to take into consideration the various resolutions, and to elect a Committee. The members appointed were Messrs. William Bazeley, Jun., Richard Hichens, William Hichens, James Young, T. Shaw, George Williams, James Stevens, and William Trewella, with Mr. Roger Wearne, Mayor, Treasurer; and John T. Short, Secretary.

February 21.—Mr. Eldred Roberts, Lieutenant R.N., Steward to the late Sir Christopher Hawkins, Bart., died this day.

The total quantity of pilchards exported to the Mediterranean from St. Ives this season has been 12,739 hogsheads, the largest quantity since 1816. The prices realized ranged from 32s. to 56s. per hogshead. Twenty-three vessels loaded at this port. Fifty-eight hogsheads remain in store for want of ship-room, and eight hogsheads were sent to Penzance.

February 24.—A meeting of the Gas Committee was held in the Town Hall to consider a petition to James Morrison, Esq., for a plot of ground on the bank near Porthmeor Beach, on which to erect the proposed Gas Works.

March 3.—Mr. Batten's seans sold at Penzance.

March 10.—The Fifteenth Wesleyan Missionary Anniversary. Total collection, £74, being £16 more than Penzance.

March 13.—Arrived the *Edwin*, Matthews, from Oporto for Bristol ; twelve days' passage.

March 17.—A meeting of the Gas Company was held in the Town Hall, when it was agreed to take the plot of ground in the meadow.

April 2.—The Gas Company took possession of the piece of ground.

News received from Mr. Halse, in London, of the loss of the *Halsetown*, William Hodge master, at the mouth of the River Ebro.

April 3.—One boat, 650 mackerel ; sold at 19s. per hundred.

April 20.—Arrived the *Superior*, from Leghorn for Liverpool, in twenty-six days.

April 29.—A strong gale N.E. A French sloop came on shore under the churchyard, but got off the next tide. Weather as cold as at any time during the past winter.

May 13.—A meeting of the inhabitants was held in the Town Hall to consent to a petition being forwarded to Mr. Pyne, solicitor, to the Hon. W. L. Wellesley, in order to obtain a grant for free intercourse through the Terrace as a public road ; and also to request permission to cut through any of his lands for the purpose of making the new road now under contemplation.*

* The old road from the village of Trelyon to St. Ives formerly ran through what is called Love Lane, at Tregenna, and over the brow of the hill through the Park to the Vow Cot, and continued along the Talland Road at the back of the Terrace, entering the town by the very steep hill, passing the entrance to Tregenna Terrace. The present road, still called by old inhabitants the "New Road," was cut at considerable cost, the following gentlemen contributing : James Halse, Esq., M.P., £100 ; William Praed, Esq., of Trevethoe, £100 ; Lewis Stephens, Esq., of Tregenna, £100 ; and Sir Davies Gilbert, £50. The portion of the old road from Love Lane to the Vow Cot was incorporated with Tregenna Park.

May 19.—The foundation of the Gas Works was laid by Camborne masons, the St. Ives' masons having demanded one-third more money to carry out the work.

May 22.—Received from the *Sally*, John Thomas master, 636 pipes for the Gas Works.

May 26.—Arrived the *Superior*, from Liverpool, bound to Bayonne with rice.

June 19.—Arrived the *Jasper*, Jasper Williams master, from Cardiff, laden with iron for the Mediterranean; her first voyage.

June 22.—Began to open the streets for the gas-pipes.

July 14.—Sailed the *William the Fourth* for Virginia, with a great number of passengers.

July 19.—Arrived the *Britannia*, from Croisic, with salt.

July 20.—Arrived the brig *Caroline*, Daniel, from Quebec in thirty-three days, with timber for this port.

July 22.—Two men drowned—Richard Grenfell and John Daniel. Their boat filled with the sea.

July 24.—Towed into the Roads the smack *Sisters*, of Ilfracombe, dismasted.

August 3.—The seafarers went into pay. Total

For some years the Terrace, from Mr. Pyne's house to the town, was kept as a private road, closed by a gate; but the request contained in the petition mentioned above being granted, the gate was removed, and the Terrace thrown open to the public. The Terrace was constructed by Sir Christopher Hawkins several years before the New Road was made. The Bishop of Exeter, when he visited this part of his diocese in 1831, after he had passed all around the coast, said that "in all Cornwall he had seen nothing besides so beautiful as the view from Sir Christopher Hawkins's Terrace at St. Ives." It is a great pity that in recent years buildings have been erected on the sea-side of the New Road, thus obstructing and spoiling the magnificent view from this lovely promenade.

number of seans, 132 : Bolitho's, 41 ; Hichens' Company, 42 ; Wearne's, 29 ; Sharemen Company, 12 ; Hocking, 8. This is the largest number of seans ever belonging to this port until the present date, and is over 100 more than there is occasion for.

August 8.—Sailed the *Caroline*, Daniel, for Quebec.

August 21.—Some shoals of pilchards passed deep this morning, the first seen for the season.

August 25.—Began to lay gas-pipes in the streets.

September 1.—Hockings' shot at Carn Crowse, but missed the fish.

September 18.—Drift-boats, large catches of pilchards.

September 22.—Penzance Regatta put off for a month on account of the weather.

September 25.—Drift-boats, pilchards and mackerel.

September 27.—Two seans shot at Porthminster, and one at the Leigh ; the latter a fine shoal.

September 28.—Sailed the *Herald*, steamer, Vivian, for Bristol.

September 29.—A meeting of the inhabitants was held in the Town Hall to consider the advisability of lighting the town with gas, which was approved of by all, with the exception of one man.*

October 4.—Hichens shot at Porthminster. Drift-boats, good catches mackerel.

* It was doubtless this minority of "one man" who expressed his contempt for the proceedings in the following verse, which we also take from the old diary :

" 'Tis well for us the Sun and Moon
Are up so very high,
That no presumptuous hand can reach
To pluck them from the sky.
If 'twere not so, I do not doubt
But some Reforming Ass
Would soon propose to snuff them out,
And light the World with Gas !"

October 7.—Two seans shot; two went round the Head.

October 8.—Bolitho and Hichens each caught a large shoal.

October 9.—Five seans shot.

The Quay dues sold for the coming year for £1,115 to Harvey and Co. and the Copperhouse Company.

October 11.—Wind N.N.E., a strong gale. Bolitho's, three seans; Hocking's, one sean; Hichens, one sean; Wearne, one sean—supposed to contain in all 4,000 hogsheads—all torn in pieces and thrown on shore on Carrack Gladden Beach.

October 15.—Fine shoals of pilchards passed deep; two seans shot and missed.

October 16.—Drift-boats, catches of mackerel, sold at 16s. per hundred; pilchards sold at 1s. 6d. per hundred; and herring sold at 4s. per hundred.

October 19.—Hichens and Co. caught 1,800 hogsheads at Pednolver.

October 28.—Drift-boats, herrings, pilchards, and mackerel.

November 2.—Eleven seans shot: Bolitho's, five; Hichens, two; Wearne's, three; Hocking's, one. Enclosed in all 8,000 hogsheads.

November 19.—Several shoals of fish passed.

Sailed the *Sir Walter Scott*, with 238 hogsheads pilchards for the Mediterranean.

November 29.—Sailed the *John, Adair*, with 571 hogsheads.

December 8.—The boats picked up at sea several articles, supposed to be part of the cargo of the *Active*, of Penzance, that foundered near the Land's End on her voyage from Havre de Grace to Liverpool.

Sailed the *Jasper*, Williams, with 600 hogsheads for Venice.

December 9.—Two men in a small boat came into the harbour, having left their vessel, the *Le Hereaux*, bound from Guernsey for Portreath with a cargo of apples.

December 21.—The town was lighted with gas for the first time with a most brilliant light. Much credit is due to Mr. Richard Richards, of Camborne, the Superintendent of the Works, under whose management the whole has been constructed.

Total export of pilchards this season, 8,583 hogsheads; sixteen vessels loaded here.

January 22, 1836.—News received of the loss of the *Fly*, Alexander Sampson master, near Ramsgate, laden with fruit, homeward bound from the Western Isles.

January 26.—The first open vestry, according to the Reform Act.

February 3.—Arrived the *John Harvey*, *St. Ives*, *Fidelity*, and *Union*, the latter with considerable damage and loss of anchors. The *Fanny*, Sandow master, lost near Newquay. Crew drowned. A heavy gale N.E.

March 1.—According to the new Municipal Reform Act, Francis Jenkyn and Thomas Rosewell, jun., were chosen assessors; and Almond T. Hocking and W. Pye Thomas, auditors.

March 2.—Sailed the *Ocean*, *Superior*, and *Morton*.

March 13.—Mr. John G. Wearne, one of the new Council, died this day, aged thirty-five.

March 27.—A heavy gale N.E. Several vessels in the pier received damage, a number of houses damaged, and a gig on Porthgwidden Beach blown over and injured.

April 13.—Two drift-boats, 800 mackerel each. Sold to the skiffs for 20s. per hundred.

April 28.—Sailed the *Two Brothers*, Bull, for Norway.

May 6.—Drift-boats, from 500 to 2,000 mackerel. Sold at 17s. per hundred.

Sailed the *Bicton*, Thomas, *Brothers*, Welch, and *Chyandour*, Hain.

July 8.—The Norwegians rowed the St. Ives' men in six-oared gigs for £10, to Hayle Bar and back. The former beat the townsmen by a considerable distance, winning the wager. This is the second time the St. Ives' men have been beaten by the Norwegians.

July 9.—James Halse, Esq., and his lady arrived from London, via Bristol, in the *Herald* steamer.

July 17.—Sailed the *Brandwine*, packet, John Bam-borough master, for London, laden with iron, having been caulked, and 100 tons iron discharged to ascertain damage. Cost of repairs, £157.

July 25.—The virgins danced round Knill's Steeple, according to custom every five years.

August 1.—Arrived the *Phœbe*, from North America.

August 4.—Arrived the *Thomas*, Toms, from Croisic, with salt.

August 8.—The seanders went into pay: 132 seans.

September 9.—Hichens and Co. enclosed a small shoal at the Poll.

September 10.—Four seans shot on small shoals.

September 16.—A fine shoal passed at Carrack Gladden, but too deep.

Wearne and Co. shot at the Poll and caught a shoal of mackerel. Five other seans shot at various stems.

September 16.—Several seans shot, but only two caught fish.

September 17.—Took up eight boat-loads of pilchards and three boat-loads of mackerel.

September 20.—Hichens and Co. shot at the Leigh, all mackerel: fourteen boat-loads; sold for £1,168 14s. 10d.

September 21.—Bolitho's and Hichens each shot a sean.

September 26.—Bolitho's shot at the Poll and missed.

November 1.—Bolitho's caught a small shoal at Porthminster.

Market House tolls sold for £151 to George Wasley.

November 9.—Mr. Daniel Bamfield elected Mayor.

November 14.—Sailed the *Levant Packet*, Cundy, for the Mediterranean, with 557 hogsheads pilchards.

November 24.—Five seans shot on small shoals.

November 25.—News arrived of the loss of the *Susanna*, Captain John Barnes, and crew.

November 27.—News received of the *Pomona*'s boat being washed on shore at Porthleven.

November 29.—A tremendous hurricane W.N.W.; much damage done to houses in the town, and the streets dangerous to walk in, on account of falling slates and chimneys.

December 17.—Sailed the *Eleanor* and *Albert* for the Mediterranean with pilchards, and the *Falmouth Packet*, Uren, for Lisbon.

December 24.—The *Herald* steamer grounded on Hayle Bar.

December 25.—Wind N.E., a strong gale. The *Four Sisters*, Scantlebury, from Swansea, laden with coals, grounded on the Ridge. The crew were rescued by the pilot-gigs at great risk of life.

January 11, 1837.—The *Rachael*, Reed, sailed from Newquay with pilchards for the Mediterranean.

Total export from St. Ives this season, 5,918 hogsheads, including 121 hogsheads brought from Port Isaac for shipment.

February 6.—Arrived the French sloop *Elvina*, of Marseilles, from San Domingo, bound to Havre de Grace.

February 13.—The influenza has been raging to a very great extent ever since the commencement of the year, and scarce a family in the town has escaped the epidemic.

March 1.—A great number of deal planks landed by the boats, supposed from a vessel lost near the Quies rocks, she having been passed by the brig *Exchange* on the 23rd ult., with three masts gone and bowsprit standing: a vessel of about 500 tons, supposed from America with timber.

March 19.—News brought on shore that James Williams, master of the *Joseph*, had fallen overboard and was drowned when off the Mumbles Head.

March 27.—The Seventeenth Wesleyan Missionary Anniversary was held. Total collections, £202 os. 4½d.

March 30.—Highest boat, 300 mackerel.

April 4.—Snow falling all night. *Herald* steamer left for Bristol.

April 8.—This spring has been the most severe and most backward known for a number of years. No grass; cattle dying for want of fodder. Beef 7½d., pork 5½d., butter 14d. per pound.

April 10.—All night a very heavy fall of snow.

April 17.—A sharp frost.

April 27.—Four mackerel-boats landed from 700 to 900 per boat; sold to the skiffs at 22s. per hundred. Some of the deeper boats were fourteen leagues from land.

May 10.—The mackerel-boats, eighteen in number, landed £265 worth of fish.

May 11.—All householders were served with a copy of the new bye-laws of the town, according to the new Municipal Corporations Act.

June 1.—Summoned to the Town Hall for Church rate: 4s. 6d. for 1831, 2s. 1d. for 1833, 2s. 6d. for 1834; cost of warrant, 1s. 6d.; total paid, 10s. 7d.

June 7.—Wind S.E., a heavy gale. Several ships came into the pier, and a great number anchored in the Bay, bound round the land.

June 20.—The *Herald* steam-packet, when near the pier of St. Ives and about to leave for Bristol, burst her boiler, and slightly scalded the engineer and two firemen. She went into Hayle for repairs.

DEATH OF WILLIAM IV.

June 21, 1837.—This post has brought the melancholy account of the death of our Sovereign King William IV.

June 24.—Queen Victoria was proclaimed in St. Ives by William Hichens, Esq., Town Clerk; the Mayor and Corporation in attendance.

July 7.—Arrived the *Commerce*, Tremearne, from Croisic.

July 10.—James Halse, Esq., canvassed the town.

July 16.—Arrived the *Caroline*, Daniel master, from Quebec, with timber for this port.

AN ELECTION

July 21, 1837.—The writ for the Borough Election was publicly read.

July 22.—The writs for the County Election were read.

July 25.—At 9 a.m. a great number of the burgesses, with the Mayor, Aldermen, and Council, assembled in the Guild Hall. The Mayor being sworn to the Bribery Oath, and the Act concerning bribery read, the two candidates were nominated—James Halse, Esq., by William Bazeley, Sen., Esq., and William Tyringham Praed, Esq., by the Rev. Mr. Malkin.

July 26.—Poll closed at 4 p.m.: Halse, 272; Praed, 223; majority for Halse, 49.

July 28.—Arrived the *Superior*, *Wearne*, and *Commerce*, Tremearne, from Croisic, with salt.

It is supposed that the *Amelia*, William Stevens master, his wife and ship's company, have foundered at sea.

August 7.—Seaners went into pay—138 seans, viz.: Tremearne and Co., 42; Bolitho's, 41; Wearne's, 29; Union Company, 12; Hocking, 8; Williams, 6.

August 15.—Two boats on the drift, 5,000 pilchards.

August 27.—The brig *Allen*, Henry Care master, ran on the Stag Rocks, off the Lizard, and foundered. The crew were picked up by a schooner and landed at Penzance.

September 1.—This morning the crew of the *St. Ives* reported the loss of their vessel on the Manacles. Crew saved in the boat.

September 11.—Hichens shot a small shoal at the Poll.

September 12.—Five seans shot; three caught fish.

October 7.—Boats, 800 to 900 mackerel.

October 11.—Drift-boats, from 2,000 to 12,000 fine herring, sold at 2s. 6d. per hundred. The herrings have not appeared on this coast for fourteen years, making their exit in 1823.

October 12.—From 40,000 to 50,000 herrings per boat, sold at 2s. 9d. per hundred.

October 13.—Boats, from 5,000 herrings, sold at 3s. per hundred.

October 18 to 29.—Large catches of herring and pilchards in the drift-boats.

November 5.—Sailed the *William*, Broad, with 600 hogsheads pilchards for Leghorn.

November 6.—120,000 herrings landed, sold at 2s. per hundred.

November 8 to 11.—Very large catches of herrings, pilchards, and mackerel.

November 12.—Two seans shot on small shoals.

November 15.—Sailed the *Anaxibia*, with 630 hogsheads, and *Magic*, with 614 hogsheads.

November 18.—Drift-boats, large catches; two seans shot.

November 19.—Some fine shoals of pilchards passed through the Bay.

November 20.—The Church rate was opposed in Vestry, a decided majority being against making the rate.

November 24.—Twelve seans shot at various stems.

November 28.—The largest number of boat-loads of pilchards ever remembered taken up in one day: sixty boat-loads landed in all.

December 1.—Tremearne and Co. tucked up twenty-six boat-loads of pilchards.

December 21.—The brigantine *Gem*, Samuel Molland master, from Portreath, foundered with all hands after collision with another vessel. The other ship soon afterwards foundered, and the crew were picked up and landed at Scilly. Captain Molland and four of the crew of the *Gem* belong to St. Ives.

January 15, 1838.—Sailed the *Royal Mail*, with 571 hogsheads pilchards.

January 16.—Sailed the *Richard Hill*, with 502 hogsheads.

January 17.—Sailed the *Salome*, Varwell, for Venice, with 600 hogsheads.

January 18.—Sailed the *Eliza and Nancy* for Leghorn, with 486 hogsheads.

January 19.—Sailed the *Venus*, with 614 hogsheads, and the *Levant Packet*, with 710 hogsheads.

January 26.—Sailed the *New Jane* for Naples, with 420 hogsheads.

January 27.—Sailed the *Princess Victoria*, with 600 hogsheads.

February 15.—Wind S.E., a tremendous gale. A French smack foundered in the harbour; a passenger on board had his thigh broken. Several other vessels damaged.

February 16.—The schooner *Edward* was abandoned at sea. Crew landed at Cork.

The total quantity of pilchards exported from St. Ives this season is 13,588 hogsheads; twenty-six vessels loaded here for the Mediterranean.

February 28.—The French brig *General Foix*, of Havre de Grace, was brought into the harbour by the boat *Ceasar*. The brig is from Gaudalope, bound to Havre, laden with sugar, coffee, rum, etc. It appears that the vessel was abandoned, and that her cabin had been ransacked by her crew before leaving. There were 7 feet of water in the hold. From the log-book it appears that she shipped a heavy sea, which washed four men overboard, breaking the legs of two others, and the remainder must have abandoned the vessel in the boat. The main-topmast and the head of the

main-mast were carried away, and all sails, except a few old sails below deck.*

March 2.—The *General Foix* began to discharge.

March 7.—Sailed the *St. Day*, *Harry*, and *Sisters*, Binney, for Wales.

April 3.—The Eighteenth Wesleyan Missionary Anniversary was held. The collection at the missionary meeting was £161 6s. 2d., and the total receipts amounted to the large sum of £256 9s. 6d.

April 17.—During the night the brig *Neptune*, of London, was lost on Godfrey Point. Crew drowned. She was from Liverpool, with a general cargo of hides, dye stuff, spice, cotton, etc., bound for Rotterdam. Seven men have been picked up.

April 28.—Boats, from 300 to 1,000 fine mackerel.

May 10.—Mackerel from 2,000 to 5,000; sold at 6s. per hundred.

DEATH OF MR. HALSE

May 16, 1838.—News arrived that James Halse, Esq., M.P., died in London on Monday, the 14th inst., after a protracted illness, when attending to his Parliamentary duties, aged sixty-nine years.†

* The *General Foix* was the most valuable prize ever brought into port by the St. Ives pilots and hobblers, no less than 1,000 guineas being paid for the services rendered. She was seen from St. Ives the previous evening, and the pilot-boat *Dolphin* went out in search; but, taking a wrong direction, failed to find the abandoned vessel. Meanwhile, she was again descried from St. Ives, and the boat *Ceasar*, the only boat in the pier having ballast on board, was manned, and eventually succeeded in bringing the prize safely into port.

† James Halse was born in Truro in the year 1769, and, removing to St. Ives early in life, became a commanding personality in the borough until the time of his death in 1838. He practised as a solicitor, became Town Clerk, Clerk to the Pier Trust, Deputy Recorder, besides filling other important offices. He was a leading

THE ELECTION

May 17, 1838.—The canvass commenced this day. A party for Mr. William Praed and another party for Mr. Francis Stephens, and notice given of a candidate coming in the interest of Mr. Edwin Ley.

May 22.—Praed and Stephens actively canvassing town and country.

May 23.—At 8 a.m. the two candidates were nominated at the Town Hall—viz., William Tyringham Praed, Esq., of Trevethoe, and Captain Francis Hearle Stephens, of Tregenna. The former was nominated by the Rev. Mr. Malkin and Mr. James Rosewall, and the latter by Mr. James Stevens and Mr. William Bazeley, sen.

May 24.—Polling commenced in the Town Hall at 8 a.m., and closed at 4 p.m. Praed, 256 votes; Stephens, 248. Majority for Praed, 8.

adventurer in the neighbouring mines, doubtless for political purposes ; but this kind of influence was considered perfectly legitimate in those days, and the fact that Mr. Halse actively canvassed and purchased a great many shares in Consols Mine, as we have seen recorded in the Old Diary, would call for no special remark. During his political contests with the Praed family, Mr. Halse was satirized in verse by the poet, Wintrop Mackworth Praed, who wrote a small volume entitled “*Trash*,” and dedicated the same, “without respect,” to James Halse, Esq., in the year 1832. Many old people in the town can still repeat verses from “*Trash*,” but the book itself is exceedingly scarce, the writer knowing of only two copies in existence. A contemporary, writing of Mr. Halse, says : “A neat village of about eighty houses and a good inn, within two miles of St. Ives, in a neighbourhood abounding with tin and copper mines, has been erected by James Halse, Esq., from whom it derives its name. The same gentleman has also erected in the village a good school-house, with a residence for a master.” The tin and copper mines are unfortunately things of the past, and the village of Halsetown has evidently seen its best days. Mr. Halse was Mayor of St. Ives in 1807, and again in 1813 ; and afterwards represented the borough in

May 29.—Arrived the *Commerce*, Tremearne, from Croisic, with salt.

June 2.—Arrived the *Edward*, Berriman, from France, with salt.

June 6.—This day was held the great festival of the teetotalers of St. Ives. At 1 p.m. they assembled on the Quay, where a sermon was preached by Mr. Richard Kernick to an assembled multitude of the St. Ives (numbering 1,328), Hayle, Lelant, Towednack, and Zennor teetotalers, all gathered together in this good cause. After the sermon they marched in good order to Trelyon with a band of music, and a number of elegant silk flags, made for the purpose, and inscribed with appropriate mottoes. From thence they marched to the St. Ives Wesleyan Chapel, where they partook of tea, and where the greatest decorum and hilarity prevailed. At six o'clock the chapel was

five Parliaments, at first with a colleague, but after the Reform Act of 1832 as the single member for the united borough of St. Ives, Lelant, and Towednack. In 1836, or 1837, Mr. Halse attended the Quarter Sessions at Lostwithiel, and presented the protest of a large number of the inhabitants of St. Ives against the proposal to declare St. Ives a free harbour. This fatal step was, however, taken, and St. Ives harbour was declared free in March, 1837, being thus deprived of its considerable revenue at a time of increasing trade. Had Mr. Halse succeeded in his enterprise, the harbour of St. Ives would not have had to wait for over fifty years for its much-needed improvement. The tablet in St. Ives Parish Church to the memory of Mr. Halse reads as follows : "Sacred to the memory of James Halse, Esq., who died the 14th May, 1838, aged 69 years. He resided in this Borough 48 years, and represented it in five Parliaments. He died in London, where he was attending to his Parliamentary duties, and was interred in the Cemetery at Kensal Green. Also of his widow, Mary, daughter of Thomas and Mary Hichens (born Allen, of Bosavern), who died June 25, 1851, aged 71. This monument is erected in affectionate and grateful remembrance by their nephew and heir, Edwin Ley."

crowded, when the chair was taken by Mr. William Vivian, of Tuckingmill, who, with Mr. Harry, of Penzance, Mr. Shell, the Primitive preacher, Mr. Matthews, a Wesleyan local preacher, and Mr. James Teare, from Preston, gave some excellent discourses. At nine o'clock the great congregation dispersed, and departed to their homes in a true spirit of philanthropy, all highly elated with the proceedings of this day, which has been one of the greatest ever remembered in the annals of our town.

June 7.—One boat left for Ireland to commence the herring fishery.

June 11.—Sailed the *Commerce*, Tremearne, for Croisic.

June 25.—Died this day, William Bazeley, Esq., Alderman of this Borough, aged sixty-four years.

CORONATION OF QUEEN VICTORIA

June 28, 1838.—This day our Queen Victoria I. was crowned. At 2 p.m. about 600 partook of dinner on the Terrace, 2s. 6d. per head. At eve all the children belonging to the Wesleyan Church, and Primitive Sunday Schools, 800 and upwards, took tea on the Terrace, and afterwards some hundreds of adults and the aged, by ticket at 1s. each. A band of music attended during the day. At night there were illuminations, when some very good figures were exhibited by gas. The whole finished with an excellent display of fireworks until midnight. There would have been a general illumination but for the death of our highly respected Alderman, William Bazeley, Esq.

June 30.—William Bazeley, Esq., was interred at 10 a.m.

July 4.—Yesterday the Church Missionary, when coming to St. Ives from Penzance to attend a missionary meeting in the Town Hall, was thrown from the gig by driving over some stones in the road. By the fall his skull was fractured, and he died at Mrs. Hodge's, Halsetown, at one o'clock this morning.

July 10.—Sailed the *Commerce*, Tremearne, for Croisic; arrived the *Will o' the Wisp*.

July 17.—Sailed the *Caroline* for America.

July 26.—Six boats on the drift landed from 3,000 to 10,000 fine pilchards.

August 2.—Arrived the *Commerce*, from Croisic.

August 6.—Seaners went into pay this day.

NUMBER OF SEANS.

| | | | | | |
|----------------------------|-----|-----|-----|-----|-----|
| Bolitho ... | ... | ... | ... | ... | 33 |
| Hichens, Tremearne and Co. | | ... | ... | ... | 31 |
| Union and Bamfield | ... | ... | ... | ... | 27 |
| Hocking and Co.... | ... | ... | ... | ... | 16 |
| James Williams and Co. | ... | ... | ... | ... | 10 |
| Wearne, Jenkyn and Co. | ... | ... | ... | ... | 29 |
| | | | | | — |
| Total | ... | ... | ... | ... | 146 |

August 15.—Drift-boats, 1,000 to 3,000 pilchards.

August 23.—Came into the roadstead at 10 p.m. the barque *Lord Canterbury*, from Bristol, outward bound to Canada. She is a vessel of 1,200 tons burden.

August 26.—Sailed the *Lord Canterbury*, from the roadstead for North America.

August 29.—Sailed the *Margaret*, Mollard, for Genoa and Leghorn.

Drift-boats, from 6,000 pilchards, with herring and mackerel.

August 30.—Sailed the *Commerce*, Tremearne, for Croisic for salt.

September 3.—A great quantity of pilchards passed deep.

September 4.—Highest boat, 1,800 pilchards.

September 8.—Last evening at eight o'clock a great concourse of people paraded the streets with an effigy of "Rover," which they burnt in front of Richard Penrose's house, and at the same time a great many panes of glass were broken. It is conjectured that this affair took place on account of Richard Penrose bringing a number of miners to clear up an old mine, called Wheal Ayr. By so doing it is thought that the present supply of water at Ventenear Well would be cut off, which happened at the previous working of the mine, and the well, which formerly gave an abundant supply, is now greatly diminished.

September 14.—The regatta commenced at noon:—

| Six-oared gigs : | | £ | s. |
|---|-----|-----|------|
| <i>Nimble</i> , 1st prize | ... | ... | 4 0 |
| <i>Cornubia</i> , 2nd prize | ... | ... | 2 0 |
| Union Company's <i>Follower</i> , 1st prize | | ... | 2 0 |
| Williams' <i>Follower</i> , 2nd prize | ... | ... | 0 10 |

Four-oared gigs :

| | | | | | | |
|------------------|-----|-----|-----|-----|---|----|
| <i>Ebenezer</i> | ... | ... | ... | ... | 2 | 10 |
| <i>Dauntless</i> | ... | ... | ... | ... | 2 | 5 |

Scan-boats :

| | | | | | | |
|----------------|-----|-----|-----|-----|---|---|
| <i>Francis</i> | ... | ... | ... | ... | 4 | 0 |
| <i>Honor</i> | ... | ... | ... | ... | 2 | 0 |

Tow-boats :

| | | | | | | |
|-----------|-----|-----|-----|-----|---|----|
| Bolitho's | ... | ... | ... | ... | 3 | 0 |
| Hichens' | ... | ... | ... | ... | 1 | 10 |

Ships'-boats :

| | | | | | | |
|------------------|-----|-----|-----|-----|---|---|
| <i>Norwegian</i> | ... | ... | ... | ... | 2 | 0 |
| <i>Mary</i> | ... | ... | ... | ... | 1 | 0 |

Gig-and-praam race : Praam caught.

September 17.—Some boats, 2,500 mackerel.

September 18.—Some shoals of pilchards passed rather deep.

September 20 to 30.—Drift-boats, good catches of mackerel each day.

October 12.—Two seans shot at Carrack Gladden, Bolitho's and the Union, and Hocking shot at the Poll. Tremearne shot at Porthminster and missed through bad management. These are the first fish taken by seans for the season.

October 13.—A fresh gale N.N.E. One laden boat coming home from the tuck filled near Porthminster Point, and was driven on shore in the Poll; another warping home light was capsized on the Ridge, and three men were thrown into the sea, but were picked up by some boats in attendance.

October 15.—Bolitho, Union and Hocking Companies, each took up seven boat-loads.

October 17.—The total from the three seans is about 1,550 hogsheads.

October 23.—Boats on the drift, large catches of herrings.

October 25.—Edwin Ley, Esq., was nominated Borough Magistrate in the room of his late uncle, James Halse, Esq., M.P.

Drift-boats, large catches of herrings; over £300 worth landed to-day.

October 26 to 31.—Drift-boats continue to land large catches of herrings.

November 3.—Hocking and Company shot at Porthminster but missed. Several shoals of fish passed deep.

November 4.—Strong gale N.W.; tides are at their highest, with a tremendous run in the harbour. Several boats are damaged; four sean-boats sunk at their moorings; one flat, belonging to Mr. T. Tremearne, was driven out of the pier, and a gig was lost near Gwithian.

November 8.—The *La Josephine*, from the Isle of St. Domingo, laden with cotton, mahogany, etc., after a passage of sixty days, was brought here by the Scilly pilots, with loss of jolly-boat, figure-head, and sails split.

November 9.—Drift-boats, large catches of mackerel, herrings and pilchards.

November 10.—Messrs. Bolitho's, after vaining their sean yesterday, re-shot the same upon a quantity of fish, which is contrary to the Act of Parliament, and the Union Company and Tremearne's, having next stems at Porthminster and Pednolver, shot their seans round Bolitho's net. To decide the controversy, Bolitho's agreed to share the fish equally between the three concerns. Twenty boat-loads of fish were taken out of the sean.

November 20.—Bolitho's and Tremearne each shot a sean at Porthminster; enclosed 1,300 hogsheads.

November 25.—Some fine shoals of pilchards passed before they could get the boats down. Bolitho's boats attended Porthminster stem on purpose, it is said, to prevent the Union Concern taking the stem, but this, I believe, is only an excuse, and perhaps when next an opportunity presents itself they will accept it.

November 27.—Sailed the *Water Witch*, of London, for the Mediterranean, with 505 hogsheads pilchards.

December 2.—Account received this day of the loss of the *Sisters*, John Binney master, in Rosehilly Bay. Crew saved.

December 3.—Arrived the brig *Phœbe*, from North America.

December 5.—Sailed the *Rachel*, Retcliff, for the Mediterranean, with 565 hogsheads pilchards.

December 6.—Sailed the *Venus*, Bawden, for the Mediterranean.

December 13.—The *John and Mary*, of Sunderland, waterlogged and abandoned, was brought into this harbour. She was taken possession of by seven boats early in the morning of the 12th inst., about seven leagues from St. Ives. Also the *La Vigilence*, of Roscoe, was taken and brought to an anchor in the Roads; she was taken near St. Agnes with 75 tubs spirits, six Frenchmen, and two miners assisting from the shore.

December 24.—The *Rival*, of Bristol, came on shore near the Quay Head. Crew saved by the daring exertions of a tow-boat's crew.

December 25.—The *Rival*, after being driven on Porthminster Beach, was got off and warped into the pier by the crews of the boats that exerted themselves to rescue the ship's company. The vessel has sustained but little damage, considering her perilous situation. Salvage, £82. She was from Liverpool, bound to London with a cargo of salt.

January 6, 1839.—Sailed the *Prima Donna* for Naples, with 550 hogsheads pilchards.

January 9.—Sailed the *Magic*, Trewavas, for Leghorn, with 642 hogsheads.

January 11.—Arrived the French brig *Destin*, of and from Marseilles, bound to Havre de Grace.

January 15.—A great many American deal planks picked up on the shore. It is reported that the brigantine *Harmony*, Thomas Williams, master, that sailed from Chester on the 6th inst., was lost with all her crew on that day. This is the second vessel that Mr. Richard Williams has lost during the past eleven months.

January 16.—A great number of planks picked up to-day.

January 23.—The men shared for the *Mary Ann* each £5 10s.

The total quantity of pilchards exported from St. Ives to the Mediterranean during the past season was 3,663 hogsheads; price 54s. 6d. to 58s. 6d. per hogshead before shipment.

The total for the ten years—1829 to 1838—has been 89,468 hogsheads, or an average of 8,946 hogsheads per annum.

January 31.—A very heavy fall of snow and hail.

February 15.—The brig *John and Mary*, of Sunderland, that was brought into this port by the mackerel-boats, seven in number, in December last, and afterwards sold for £400, was towed by three large boats to Padstow, having been sold to Mr. Tredwyn, shipwright of that place.

February 20.—Yesterday several from the country were summoned to Camborne to show cause why they refused to pay the gas-rate.

February 17.—At 1 p.m. the smack *Victory*, of Bristol, came on shore on the Ridge. Before the vessel struck the crew quitted her in the boat, and managed to get through the surf and reach the shore. The vessel sunk on the Ridge and became a total wreck. She was from Bristol, bound to Exeter with freestone and castings.

April 2.—The Annual Wesleyan Missionary Services were held; total collections, £200 5s. At the missionary meeting the collection amounted to £129 6s. 3d.

April 5.—The *Royal Adelaide* steamer towed into port a galliot, laden with wheat from Hambro', bound to Douglas, having lost both masts.

April 13.—The smack *Victory*, of Bristol, that was driven on shore on the Ridge, was floated into the harbour with her cargo of stone on board.

April 28.—The great revival in the Wesleyan Chapel continues. The Rev. Mr. Malkin, the Church minister, preached in the chapel to a crowded house; text, Ps. 66, v. 16.*

May 9.—The mackerel-boats have lost from one to seven nets. Wind E.N.E., a strong gale. Seven boats, not come into port, reported seen by a vessel riding to their nets.

May 12.—The absent boats arrived with the loss of a great many of nets. The number of nets lost during the gale is computed at over 100.

Three boats, belonging to the Mount's Bay, have been lost with all their crews.

May 14.—Gale N.E., with cold showers of rain, hail, and snow.

May 15.—Heavy snow showers; fields in the neighbourhood and the eastern land entirely covered with snow.

May 21.—Teetotalers perambulated the town, and, joining those from Lelant on the New Road, proceeded to the Sand-bank or Timber-yard, where they partook of tea to the number of 1,000 persons.

June 7.—Mr. Acland, from London, gave a lecture in the Town Hall this evening on the pernicious and destructive effects of the Corn Laws. He most ably set forth the evil entailed upon the people by the present inhuman tax on bread, the staff of life, and showed the necessity of everyone, with the excep-

* It is said that the Rev. Mr. Malkin was expelled from the church for the part he took in the revival services in the Wesleyan Chapel at this time.

tion of fools, never to rest satisfied until this tax is abandoned.

July 19.—Wind S.W., a tremendous gale. Yesterday several vessels were lost in the Mount's Bay, and it is supposed that Captain Alexander Sampson, of the *Charles Rashleigh*, has been lost in this gale.

August 6.—One drift-boat, shooting for the first time this season, caught 10,000 fine pilchards; sold at 3s. 4d. per hundred.

August 10.—The *Friends*, William Stevens, abandoned at sea, and afterwards towed into Ilfracombe.

September 20.—One boat on the drift, 700 herrings, sold at 1½d. each; one boat, 300 mackerel, sold at 2½d. each. We have not been favoured with thirty-six hours' dry weather since July 15.

September 25.—Alan Goodridge, a lad ten years of age, fell overboard from the boat of the *Cornish Trader* alongside the vessel, and was drowned.

September 27.—One boat, 950 mackerel, sold at 2d. each.

October 1.—Highest boat, 100 mackerel, sold at 2½d. each. Fish of all kinds very scarce.

October 5.—The crew of the smack *Industry*, of Plymouth, Brokeshire master, landed at 7 a.m. at Polmaro Cove, Zennor. The vessel foundered off Newquay on the 4th inst., and the crew, four in number, drove before the gale all night in their small boat with only one oar.

October 12.—Boats, no fish of any sort.

October 22.—Boats, from 5,000 herrings.

Received a letter from Newquay of great quantities of fish on their coast.

October 25.—This is the day set apart to commemorate the one-hundredth year of Methodism.

Wearne's shot at Pednolver on sprat; the first sean shot for the season.

October 29.—Boats, from 12,000 herrings.

November 1.—This day being the day, by Act, to elect the Council men, four in number, and one in the room of D. Bamfield, Esq., he being elected Alderman. State of the poll :

| | | | | |
|---------------------------|-----|-----|-----|-----|
| Mr. John Newman Tremearne | ... | ... | ... | 118 |
| " Samuel Hocking | ... | ... | ... | 101 |
| " Vivian Stevens | ... | ... | ... | 98 |
| " Thomas Rosewall | ... | ... | ... | 91 |
| " John Chellew | ... | ... | ... | 89 |
| " Matthew Trewella | ... | ... | ... | 82 |
| " Anthony Rosewall | ... | ... | ... | 44 |
| " Richard Williams | ... | ... | ... | 42 |
| " James Berriman | ... | ... | ... | 22 |
| " Robert Bennetts | ... | ... | ... | 20 |
| " Francis Stevens | ... | ... | ... | 16 |
| " Thomas Bryant | ... | ... | ... | 13 |

November 6.—Boats on the drift, 30,000 herrings.

November 7.—Some thousands of hogsheads of fish passed. Eight seans shot at Porthminster and Carrack Gladden.

November 9.—Came into port the French brig *Norman*, of Cherbourg, from Cette, laden with wine and brandy, having lost her rudder.

Five seans shot at the various stems.

November 22.—Yesterday evening a little lad, aged eight years, was sent to Porthmeor Beach for a basket of sand. The tide was full, with a great surf on the shore, and by some means the child was washed off the beach, and up to the present has not been found.

December 2.—Sailed the *Pascoe*, Mitchell, for Rouen.

December 4.—The *Providence*, of Padstow, was cap-

tured last evening with three men and eight tubs of foreign spirits.

December 5.—Tremearne at Pednolver went to sea on a shoal of fish.

One small ground sean took 10,000 herrings.

December 7.—Captain Thomas Wall died, aged seventy-five.

December 11.—On Monday a French merchant purchased a quantity of salt herrings at 3s. 7d. per hundred.

December 13.—All the pilchards sold at 6os. and 63s. per hogshead.

December 14.—Arrived the schooner *Margaret*, Mollard, from Liverpool, bound to Constantinople, and the *St. Ives*, Quick, from Bristol, to load pilchards for the Mediterranean.

PENNY POSTAGE

January 10, 1840.—This day commences the penny postage through all the kingdom.

The total export of pilchards from St. Ives to the Mediterranean during the past season, 6,750 hogsheads; twelve vessels loaded here.

January 20.—Wind N.N.W.; a heavy run in the pier. Several vessels received damage.

January 22.—A general meeting of the inhabitants was convened at the Town Hall to consider the proper means to be adopted for building a new pier. A committee of thirteen were chosen in order to petition Parliament, and to accomplish the object in view was the fixed determination of the meeting.

January 24.—Came into port a French barque from Havre de Grace with general cargo for the West Indies, ten days out, with loss of boats and sails.

January 29.—There has been nothing but gales of wind and rain since the 19th inst.

February 4.—A tremendous gale N.W.; came into port the *Little Queen*.

February 5.—Came into harbour the brigantine *Bistoly*, of Sully. She sailed from Hayle last evening, laden with copper ore for Bury. Several pieces of wreck have come on shore to the westward, which have been identified as part of the schooner *James Stevens*, of St. Ives. The *William*, of Whitby, was wrecked near Portreath during the night, the mate and two of the crew saved. News was sent here from Portreath that a vessel, dismasted, was riding at anchor about N. from St. Agnes, six miles off the point. This vessel was afterwards taken possession of by the boats belonging to St. Agnes, and towed into that place. She proved to be the *Thomas*, of Ipswich, laden with salt from Liverpool; the crew had abandoned her, when or how is not known. At 11.30 a.m. a schooner was discovered having a vessel in tow. Two gigs proceeded to sea, and found the schooner to be the *Water Nymph*, of Ipswich, having in tow the French schooner *Vigilant*, of Ostend, laden with rock salt, dismasted. At two in the morning the wind freshened from the S.W., when the tow-rope parted, and the schooner left and stood to the N.W.

February 10.—The Queen was married this day.

THE CHARTISTS.

February 12.—Yesterday arrived the *Usk* steamer, from Bristol, having on board the three Chartist (Frost, Jones, and Williams) who were condemned to death for high treason after the late riots at Newport,

on their voyage to join the convict-ship at Portsmouth, the sentence having been commuted to transportation. At night the steamer went into Hayle, where she now lies, no one being allowed to see the prisoners.*

February 18.—All the Welsh fleet have arrived, having been kept up Channel six and eight weeks by the prevailing S.W. winds.

February 27.—Last night the brig *Robert*, of Beaumaris, John Owens master, from Bangor, laden with slate and empty casks, struck on the Stones. The

* During the autumn of 1839, Mr. John Frost, a linen-draper and Borough Magistrate of Newport, Mon., entered into a conspiracy with two other Chartist leaders, named Jones and Williams, to take possession of the town of Newport, which was to be the signal for a rising of the Chartists in all parts of the Kingdom. It had been arranged that the men of the hills should march in three divisions on the town, but the divisions under Jones and Williams failed to arrive at the appointed time—viz., midnight on Sunday, November 3, and the party under Frost himself was late, and it was not until 10 o'clock on the Monday morning that the insurgents entered the town. The Mayor had taken prompt measures for the defence of the place. Thirty soldiers and a number of special constables, with the magistrates and police, were stationed in the Westgate Hotel in the Market-place, the chief point of attack. The insurgents drew up in front of the building, about 8,000 strong, and Frost commanded the constables to surrender, and on their refusal the word was given to fire, and at the same moment the rioters, with their pikes and other instruments, drove in the door and rushed into the passage. In the fighting which ensued the Mayor was severely wounded, with many others, and a great many persons were killed in the streets, but at length the assailants broke and fled in all directions. The writer has frequently seen the shot-holes in the porch of the old Westgate Hotel at Newport, which has only very recently been pulled down. Frost, Jones, and Williams were tried by a Special Commission and found guilty of high treason, and sentence of death was passed upon them on January 16, 1840. This was afterwards commuted to transportation for life, but a free pardon was granted to them on May 3, 1856, and they returned to England in the September following.



THE OLD NAVIGATION SCHOOL, ST. IVES.

crew, nine in number, left in the long boat, and landed here at 2 a.m.

March 6.—The largest fleet of vessels known for some time past sailed from St. Ives and Hayle this morning.

March 26.—This day was by the Wesleyan Methodists of this town set apart for Divine worship in commemoration of the outpouring of the Holy Spirit among the people at the great revival, which commenced this day twelve months.

April 7.—Strong gale, wind N. The smack *Mary Ann*, of Poole, John Elliot, from Swansea, coal-laden, stranded outside Pednolver Point; soon after the mast went by the board. The crew of two men and a boy were saved. At low water the materials were taken on shore.

April 8.—The Wesleyan Missionary Anniversary Services held this day. At the annual meeting the chair was taken by the Rev. Mr. Malkin, the church minister. The total collections for the services amounted to £210 (at the missionary meeting it was £157 5s.); and the ladies' bazaar and annual contributions brought up the total to £392.

April 22.—One boat, 3,000 mackerel; sold to the Bristol and Welsh skiffs at 16s. per hundred.

May 2.—Abraham Craze had a child four years old nearly burnt to death on the terrace. ,

May 5.—Mr. Paul Tremearne died.

At a meeting of the parishioners the majority disallowed the levying of a Church rate.

June 7.—First two boats sailed for Ireland.

June 9.—Several boats sailed for Ireland.

July 21.—Regatta took place at 3.30 p.m.

August 10.—Mr. Edwin Wearne died.

August 11.—Sean-boats commenced stemming for the season.

August 13.—Arrived the *Victoria* from Quebec with timber for this port; thirty days' passage.

August 26.—One boat, 2,000 pilchards.

September 2.—One boat, 10,000 pilchards.

September 16.—At 7 a.m. a smack was descried about E.N.E. from St. Ives Head, distant six miles, seemingly disabled, and while the pilots were watching her she disappeared, consequently must have foundered. In the evening news was brought that part of the wreck had come on shore under the Black Cliffs, when it was ascertained that the vessel was the *Sisters*, of Bristol.

September 19.—One boat put in mackerel-nets, and took 4,000 fine fish.

September 22.—The mackerel-boats, forty in number, landed about 20,000 fine mackerel. Victoria Company shot a sean at the Leigh.

September 23.—Three seans shot to-day.

September 26.—One boat, 10,000 mackerel; other boats catching pilchards and herring.

October 1.—About 36,000 mackerel landed to-day, sold at 13s. and 14s. per hundred.

October 3.—Revising Barrister attended to examine the lists of voters, when several for St. Ives, Lelant, and Towednack were rejected.

October 5.—Wearne's shot a sean at Porthminster.

October 21.—Drift-boats continue to land good catches of mackerel, pilchards, and herring.

October 27.—Drift-boats landed 52,000 mackerel, sold at 12s. per hundred.

October 29.—The Union Concern enclosed a fine shoal of pilchards.

SMUGGLERS

November 2, 1840.—A small French smack was boarded by two of the Preventive men stationed at Zennor, and captured from her crew of five Frenchmen and one Englishman. The goods on board amounted to 151 tubs of spirits. The smuggler was brought to this port, and one of the men who made the seizure fell backwards when seated at his dinner, and shortly afterwards expired.

November 3.—An infant daughter of Mr. Cury Taylor was so dreadfully burnt that she died.

November 7.—Boats on the drift; large catches of herrings, pilchards, and mackerel.

November 11.—A large number of seans shot this day at the various stems, and it is computed that the quantity enclosed is near 20,000 hogsheads.

November 12.—Four seans shot, two caught fish, and two missed.

November 19.—A heavy gale E.N.E. The seans in the water have all sustained more or less damage; some have been torn in pieces and driven seaward from their moorings. All the fish enclosed have been lost.

November 22.—The *Emily*, of Bristol, was towed into harbour by two of the large boats. At 7 p.m. last evening the vessel was thrown upon her beam ends, and the crew were obliged to cut away the mainmast, when she righted, and they afterwards brought her to an anchor. She is from Waterford, bound to Bristol, laden with oats.

November 23.—It is reported that there is a vessel bottom up near St. Agnes; also that a schooner was observed to founder not more than five miles from St. Ives Head.

December 9.—Arrived the *Victoria*, Captain Tom Daniel, from Quebec, after a passage of forty days.

December 16.—Sailed the *Antigua Planter*, Hodge, with 343 hogsheads pilchards for Venice.

The total quantity of pilchards exported this season from St. Ives to the Mediterranean has been 15,138 hogsheads. Thirty-one vessels loaded here.

January 14, 1841.—Sailed the *Cornish Diamond*, *Maria Louisa*, and *Martha Jane*.

February 5 to 7.—A tremendous gale E.S.E.; the greatest outhaul of sand on St. Ives beach and Porthminster ever known by the oldest man now living.

February 12.—On Tuesday last distress warrants were granted to distrain from several individuals for non-payment of the gas-rate, when a mob assembled, and insulted and resisted the parish officers; in consequence of which this day at ten o'clock, according to summons, they assembled in the Town Hall, where 120 special constables were sworn in for three months, and the ringleaders in this riotous transaction came forward to the bar and acknowledged in public court their contrition for their offence, and begged the clemency of the Mayor, and by written and signed documents acknowledged the same.

March 2.—Interred this day Captain Edward Geen, aged ninety-two.

March 21.—The barque *Ambassador*, of Newcastle, came into the Roadstead about 9 p.m., firing signal-guns. She has lost her poop, cabin, deck-house, wheel, and three men (chief mate, second mate, and one seaman), all washed overboard with one sea. She is very much damaged in her sails, and has also lost three boats.

April 2.—On Tuesday night, or Wednesday morning, the brig *Britannia* was lost going into Padstow; also a schooner.

April 8.—At midnight the Captain and crew of the smack *Triton*, of Ilfracombe, landed at St. Ives, with loss of clothes, etc. Their vessel, coal-laden, foundered about three leagues from St. Ives Head.

April 13.—Drift-boats, from 400 to 1,000 mackerel, sold at 20s. per hundred.

On Sunday last the Rev. Samuel Dunn preached a missionary sermon in the Wesleyan Chapel, and in the evening the Rev. John Nelson. Total collections for the anniversary, £215.

April 22.—Wind N.E., a strong gale.

“ If April blows her horn,
It will prove good for hay and corn.”

April 28.—Swallows first observed for the season.

May 7.—Drift-boats, good catches of mackerel.

AN ELECTION

June 9, 1841.—Mr. Ley canvassed the town, also Mr. Praed.

June 23.—Dissolution of Parliament.

June 25.—Writs for a General Election read.

June 26.—A third candidate arrived this day, and gave a lecture at the Castle Inn, Mr. Sam Mays.

June 30.—At eleven o'clock the two candidates, Edwin Ley, Esq., and William Tyringham Praed, Esq., were nominated at the Town Hall.

July 1.—State of the poll :

| | | | | | | |
|-------|-----|-----|-----|-----|-----|-----|
| Praed | ... | ... | ... | ... | ... | 272 |
| Ley | ... | ... | ... | ... | ... | 268 |

Praed's majority, robbed from the people ... 4

THE CENSUS

According to the census now taken the number of inhabitants in the parish of St. Ives is 5,656, being a decrease of 75 on the last census.

July 11, 1841.—The *Eliza*, Captain Silvanus Clark, foundered to the westward of Lundy.

July 27.—Arrived the *Victoria*, Daniel, from Quebec.

August 2.—Some persons left for Bodmin to find a bill against illegal voters at the late election.

August 6.—Praed and others indicted to Bodmin for illegal votes passed at the last election.

August 13.—One boat on the drift, 9,000 very fine pilchards, the first for the season.

August 23.—Seaners put in pay. Total number of seans, 142.

September 26.—Teetotalers separated from the Wesleyans.*

October 22.—Victoria Company shot at Carrack Gladden on sprat.

October 26.—Drift-boats landed about 100 hogsheads pilchards.

October 29.—Four seans shot to-day on sprat.

October 30.—Drift-boats, small catches of pilchards; very few herrings. Some have taken over 200 cod-fish.

November 1.—This day is appointed to elect the new councillors. Result of the poll:

| | | | | | |
|--------------------|-----|-----|-----|-----|-----|
| Mr. James Wearne | ... | ... | ... | ... | 284 |
| „ Charles Allen | ... | ... | ... | ... | 261 |
| „ Henry Willy | ... | ... | ... | ... | 257 |
| „ Charles Richards | ... | ... | ... | ... | 247 |

* The teetotalers belonging to the Wesleyan Methodist Chapel separated from their society on the temperance question, and built the Teetotal Methodist Chapel.

| | | | | |
|------------------------|-----|-----|-----|-----|
| Mr. James Berriman ... | ... | ... | ... | 125 |
| " W. E. W. Tresidder | ... | ... | ... | 123 |
| " J. S. Buzzard | ... | ... | ... | 113 |
| " James Rosewall ... | ... | ... | ... | 112 |

Mr. Edwin Ley's party victorious, and Mr. Praed's party at the bottom of the poll.

November 2.—Union Company shot a sean at the Poll.

November 9.—Richard Kernick was chosen Mayor for the ensuing year.

November 10.—James Williams shot a sean at Carn Crowse, enclosing about 800 hogsheads pilchards; but the sean was carried round the Head, and received much damage from the rocks.

November 11.—Market tolls sold to Mr. William Bazeley for £149.

November 16.—Hichens Company took a small shoal of pilchards at Porthminster; Bolitho's shot a sean at the Poll on sprat.

November 18.—The smack *Joan and Mary* towed into the roadstead the schooner *Grace*, Henry Sampson master, entirely dismasted.

November 20.—Several seans shot to-day at the various stems.

November 29.—James Williams and Brothers indicted Messrs. Tremearne and Co. to the White Hart Inn, Hayle, to show cause why their shoal of fish, enclosed on Saturday, the 20th inst., and forfeited to the Victoria Company, should not devolve to them (James Williams and Brothers), the stop-net having been shot contrary to Act of Parliament.

December 28.—A cask of rum picked up at Zennor and lodged at the Custom House.

The total quantity of pilchards exported to the

Mediterranean during the past season from St. Ives was 6,830 hogsheads. Twelve vessels loaded here for the Mediterranean ports. The new Fishery Act was passed this year (1841). On November 20 Tremearne and Co. enclosed a shoal of 2,500 hogsheads, using three stop-nets. As the new Act only allowed two stop-nets, the fish were forfeited to the Victoria Company. The matter was finally settled by the payment of 15s. per gurry for half the fish.

January 12, 1842.—Mr. William Bazeley married to Miss Morgan, eldest daughter of Captain William Morgan, of St. Ives.

February 14.—Edward Morshead, a lad of sixteen, had his legs so dreadfully injured when working at the mine that he died.

March 8.—The annual meeting of the Batten Fishing Company was held to-day at the Crown and Anchor.

March 16.—News received that the schooner *Mary*, Nathaniel Paynter master, was lost on Aberavon Bar.

March 28.—Arrived the *Brilliant* steamer, from London.

April 7.—Sailed the barque *Victoria*, Captain Tom Daniel, for Quebec, with 300 emigrants on board.

The Annual Wesleyan Missionary Anniversary was held last Sunday. Total collections, £130 17s. 11d.

April 28.—The first swallows observed for the season.

April 30.—Drift-boats, from 3,000 mackerel; sold at 15s. per hundred.

May 20.—Boats averaged about 1,000 mackerel each, sold at 13s. per hundred.

The Council ordered the making of a gas-rate for £200.

June 12.—The dial of the Town Clock was observed

to be out of its place. It is supposed that the clock has been struck by lightning.

June 13.—Some boats sailed for Ireland for the herring fishery.

June 21.—A meeting of the parishioners was held yesterday in the Town Hall to take into consideration the propriety of making a Church rate, when it was proposed to make a rate of 1d. in the pound. This was refused by a majority of fourteen, in consequence of which the church clock was immediately stopped, the sexton, clerk, and the man who keeps the clock in repairs and winds it up weekly, being each three years in arrears of salary.

June 22.—Arrived the *Brilliant* steamer, Captain Stevens, from her first voyage from Hayle to the Scilly Isles.

July 27.—Some boats landed 250 fine mackerel, sold at 20s. per hundred.

August 3.—Some small shoals of fish seen from the hills.

Pleasant weather for the harvest, which is making great progress. Some excellent corn has been cut in our neighbourhood.

August 4.—Boats, from 6,000 pilchards; sold at 1s. 9d. per hundred.

August 5.—Arrived the *Victoria*, Daniel master, from Quebec, laden with timber; ordered to Bridgewater to discharge.

August 8.—Some seaners put in pay.

August 24.—Several shoals of fish seen from the hills.

September 6.—Three seans shot at Carrack Gladden. Bolitho's took up some fine fish, but those meshed in the net were very small, only about 5 or 6 inches long.

September 13.—Drift-boats, catches of mackerel, herring, and pilchards. Some playing shoals seen in the Bay.

September 16.—A little girl belonging to Mr. William Bennetts, at Ayr, aged four years, caught her clothes on fire with the candle, and was burnt to death.

September 25.—A young man, aged eighteen, on board a schooner belonging to Padstow, fell from the cross-trees and was killed.

September 28.—Two seans shot at the Poll, but missed.

October 7.—Drift-boats landed good catches of mackerel. Sold at 12s. per hundred.

October 8.—Yesterday the Victoria Company shot at the Leigh, but their warp not being on shore, as required by Act of Parliament, Hichens and Co. shot their Poll-boat in the Victoria sean, and secured the fish. A desperate battle was fought between the crews of the two concerns.

October 11.—The fish enclosed on the 8th have not yet been taken up, the dispute between the two concerns still going on. Hichens and Co. propose to have them taken up and sold by unconcerned men, and the money lodged in the bank, pending the settlement of the case by law, but the Victoria Company refuse to agree to this.

October 14.—The disputed fish still in the seans.

Bolitho's shot at Porthminster, and the Gleaners at the Leigh.

October 15.—The disputed fish still in the water. The Victorias went down to tuck, but Hichens and Co.'s crew left their stem at Carn Crowse, and prevented them from tucking the fish.

Tremearne and Co. shot at the Leigh.

October 17.—The parties concerned in the disputed fish (which have turned out to be a shoal of mackerel), have come to the determination to take them up, and lodge the proceeds in the bank until the case is settled by law.

October 18.—Victoria Company took up three boat-loads of mackerel, which sold for £321.

October 20.—Two boat-loads of mackerel taken up to-day realized 40s. per gurry.

October 22.—Fifteen gurries of mackerel landed to-day, and the sean has been taken up.

The *Auspicious*, Captain Lovering, which sailed from Hayle with two other vessels, has been lost near Clovelly. Crew drowned.

October 24.—Wind N., a strong gale. The barque *Bosphorus*, of Newcastle, slipped her anchors at 3 a.m., and ran for Hayle, where she arrived in safety. She is from Liverpool, bound to Jamaica, with general cargo. The pilots demand £400 for their services.

October 28.—Drift-boats, good catches of mackerel, herring, and pilchards.

October 30.—Great quantities of fish passed deep.

November 1.—Sailed the *Kate*, Barnett, for Venice, with 360 hogsheads pilchards.

The disputed shoal of mackerel realized £601 13s. 1d.; expenses, £32 3s. 8d.; paid into Messrs. Bolitho's bank, £569 9s. 5d.

November 8.—Great quantities of fish passed Newquay yesterday.

November 9.—A large number of seans shot to-day at the various stems. It is computed that at least 12,000 hogsheads have been enclosed.

November 11.—Taken up to-day nearly 900 hogsheads pilchards.

November 19.—Several seans shot at Porthminster—viz., Bolitho's caught 1,200 hogsheads; Union Company, 500 hogsheads; Hichens Company's sean carried round the Head; Tremearne and Co.'s sean carried round the Head; Victoria Company missed the fish; Wearne and Co. missed the fish.

November 24.—Shoals of pilchards seen passing to the westward.

November 30.—Four seans shot this morning; the *Faithful* at Carn Crowse before the stem came in hand, which will be disputed. Bolitho's shot at Pednolver, and took a large shoal; Wearne shot at the Poll and missed; Victoria's took a small shoal at the Leigh.

December 1 to 10.—Drift-boats, good catches of pilchards, herring, and mackerel.

December 31.—The total quantity of pilchards exported from St. Ives this season has been 16,754 hogsheads, the price paid to curers being from 37s. to 40s. per hogshead. Thirty-four vessels loaded here for various Mediterranean ports. The largest catches were in November; immense bodies of fish were seen on the 19th of that month. The total export from the county this season was 20,735 hogsheads, 16,754 hogsheads being from St. Ives. Messrs. Bolitho keep 300 hogsheads in salt for next year, and 313 hogsheads of St. Ives fish were shipped at Newlyn.

January 13, 1843.—A very heavy gale from W.N.W. A large number of houses have received damage, and some chimneys have been blown down.

February 17.—Sailed the *Freeman*, Captain Veal, for Portreath; her first voyage for this season.

February 18.—Wind N.E., a strong gale. The *Pearl*, of Bristol, came into the Pool, having struck outside

the Pier Head. Two gigs were sunk going to the said vessel, but all the men were saved. Also arrived the *Margaret, Sanders*, from Plymouth, laden with copper-ore.

March 21.—Some of the witnesses left for Bodmin on the case of the disposed shoal of mackerel, enclosed on the 8th of October last by the Victoria Company and Hichens and Co.

March 26.—Mr. Hichens came home this morning from Bodmin.

April 3.—Yesterday the Wesleyan Missionary Services were preached—in the morning by a native Indian from Hudson's Bay, North America. Total collections for the anniversary, £150 15s. 6d.

April 6.—Mackerel-boats shot the first time for the season, eleven in number; catches very small.

May 2.—On Sunday last a vessel belonging to Newquay towed into that place a dead whale, 75 feet long.

May 30.—Mackerel-boats, have had fair fishing during the past month.

June 17.—Steamers *Brilliant* and *Cornwall* left for Jersey and Guernsey.

June 21.—First boats sailed for Ireland on the herring fishery.

June 22.—Arrived the *Brilliant* and *Cornwall*; the former arrived first.

July 4.—During last night Thomas Rosewall and his comrade were tamping a hole underground in Consols Mine, when the hole unexpectedly blasted, and Rosewall was so severely injured that he died shortly after he was taken to his home. He leaves a widow and six children. The other man was burnt a little about the face.

August 8.—Drift-boats, from 2,000 to 15,000 fine pilchards.

August 11.—Boats, 4,000 to 20,000 pilchards.

August 17.—Boats, as high as 30,000 pilchards taken six and seven leagues from the land.

August 21.—Seaners went into pay. Total number of seans, 188.

September 26.—Drift-boats, catches of mackerel ; sold at 15s. and 17s. per 120.

October 5.—A great many shoals of playing fish seen from the hills.

October 12.—All the town lamps, forty-two in number, lighted for the first time for the winter.

October 21.—Three boats at sea together, at Carn Crowse, Pednolver, and the Leigh; but the fish proved to be sprat.

October 27.—Some fine shoals of mackerel passed through Pednolver stem. Victoria Company shot at Porthminster and missed. Drift-boats, from 500 to 11,000 mackerel ; sold from 9s. to 12s. per 120.

October 28.—During the night some of the drift-boats were driven on shore to the eastward of Carrack Gladden. Two or three shoals of fish passed through Portminster stem, supposed to be pilchards, but it was too dark for the men in the boat to distinguish the hewer on the hill, otherwise the boat would have shot.

October 31.—Great quantities of fish reported passing Newquay.

November 29.—During the past month the drift-boats have taken very little pilchards, and only small quantities of mackerel and herring. To-day Hichens and Co. shot at Porthminster, and enclosed about 1,000 hogsheads pilchards.

December 5.—Drift-boats, from 7,000 herrings ; a large shoal of fish, supposed to be herrings, passed deep.

December 14.—Bolitho shot a sean at Porthminster, about 300 hogsheads.

December 20.—Seaners still in pay and the boats on stem, a circumstance unknown so late in the season by the oldest man now living in the town.

December 31.—The total quantity of pilchards exported this season is 2,381 hogsheads, including 300 hogsheads left over from 1842. The number of seans has increased this year to 188.

February 23, 1843.—Sailed the Spanish brig *Envicto* for Havre de Grace.

February 27.—Grounded on the ridge the brig *Euphenia* of Kirkwall, from Cardiff for Naples, laden with iron, out eight days. Yesterday the master, William Derris, was washed overboard and drowned. The vessel is much damaged.

There are now living at St. Ives, out of about 5,000 inhabitants, 3 persons averaging 95 years of age; 28 persons averaging 84 years; and 24 persons averaging 78 years : a total of 4,509 years for 55 persons, or an average of nearly 81 years for each person.

April 20.—Consols Mine took fire on Friday, the 12th inst., and is still burning. It is conjectured that some of the miners must have placed lighted candles against the woodwork.

WATER-SUPPLY

May 8, 1843.—The water was brought into the town this day. The expense was defrayed by public subscription—Mr. Stephens, of Tregenna, giving £100, and Mr. Praed £100. There are eight public fountains.

To celebrate the event a band of music went round the town, followed by a great concourse of people.*

May 29.—Drift-boats during the month have had good catches of mackerel.

June 7.—Boats, 500 to 3,000 mackerel; sold at 9s. per hundred. Three boats left for the Welsh and Bristol markets with 20,000 mackerel.

July 10.—Drift-boats, about eight in number, from 9,000 to 12,000 very fine pilchards—about 50 hogsheads in all.

July 11.—Early this morning a young woman named Honor Curnow, of Redruth, servant to Mr. Harris, grocer, left her master's house and threw herself from the Breakwater Point into the sea. She was kept afloat by her dress, and her screams attracting attention, a boat put off and brought her safely to land.

July 12.—Drift-boats, landed about 24 hogsheads pilchards.

July 21.—During the past month the drift-boats have landed about 1,000 hogsheads pilchards.

July 29.—Arrived the *Victoria*, Daniel master, in thirty-four days from Quebec.

August 3.—At 2 a.m. the wind shifted to W.N.W., a heavy gale. The drift-boats got their nets on board with great difficulty. One boat, the *Polly*, is missing,

* "The town of St. Ives is admirably supplied with water by the recent introduction of one of the pure streams from the hills. This very important work has been achieved by public subscription, to which the great land-owners and gentry connected with the place have most liberally contributed. But the most remarkable of all the subscriptions is that of £100 from Mr. James Richards, formerly a coachman to the Praed family at Trevethoe, who, though not connected with St. Ives, either by the ties of family or property, bestowed this munificent sum specially to aid the poor, for whose benefit the work was chiefly undertaken."—J. S. COURTNEY : *Guide to Penzance and Neighbourhood*, 1845.

with four young men—Clark, Richards, Barber, and Davis.

The *Cornwall*, steamer, towed a schooner into Hayle, with foremast and maintopmast gone. Several other vessels came into the pier, with loss of sails, etc.

SHIPWRECKS AND LOSS OF LIFE

August 7.—The boat's crew missing on the 3rd inst. were miraculously picked up by the schooner *Quicksilver*, of Truro, and landed at Newport. They were rescued at 7 a.m., about five leagues from Newquay. The same night the schooner *Integrity*, Captain John Husband, Senr., was lost near Boscastle with all hands; also the *Navarino*, Captain Thomas Paynter, with all his crew, and his wife; also the *Joseph*, Captain John Williams, his mate, Edward Boase, and all hands; also the *Prince Regent*, Captain John Husband, Junr. (son of the above), and all his crew, with a woman and two children, passengers. Four vessels belonging to this port lost in one night, with all hands. The *Prince Regent* left here in the morning for Plymouth. The *Integrity* and *Joseph* left Portreath, and the *Navarino* was from Wales.

August 16.—Sailed the *Eldred*, Chellew, for Ichaboa for guano.

August 20.—Seaners put into pay.

August 23.—Drift-boats, 50,000 pilchards. Bolitho's caught a small shoal at the Leigh. The Union Company shot and missed the fish.

August 24.—Wearne and Co., Union Company, and the Gleaners each took a small shoal at the Leigh.

August 25.—Five seans shot to-day on small shoals.

August 29.—It is reported that there is an abundance

of pilchards at Perran, and that great quantities have been hauled on shore by the ground seans. The *Faithful* sean, with light drift-boats, proceeded to Perran. This is a spare sean belonging to the fishermen.

August 30.—Sailed the *Blanche*, Richard Short master.

September 19.—Sailed the *James Wearne* for the Mediterranean, with 700 hogsheads pilchards; 33s. per hogshead has been advanced on this cargo. The remainder of the drift fish have been sold for 44s., and the sean fish for 52s. 6d.

October 12.—Drift-boats from 3,000 to 5,000 mackerel.

October 16.—Drift-boats landed over 100,000 fine mackerel; sold at 8s. per hundred.

October 21.—Hichens and Co. shot a sean at the Poll on a small shoal of herrings.

November 7.—Yesterday several shoals of fish made their appearance in the Bay.

November 8.—A great quantity of pilchards passed too deep for the seans.

November 14.—Drift-boats, good catches of pilchards, herring, and mackerel. The pilchards are like the summer fish, being rather small and soft, and I take this to indicate that the winter shoals have not yet passed our coast.

November 17.—An abundance of pilchards made their appearance, but owing to the dense fog the sight from the hills was obscured. Nine seans have been shot at the various stems.

November 27.—Sailed the *Blanche* for Kingroad.

December 5.—Samuel Noall, of Hellesvere, was rode over and killed on Rocky Downs.

December 14.—A boy belonging to James Shugg set

fire to a small keg of powder, and blew the roof off the house.

December 22.—News arrived of the loss of the *Erin*, James Anthony master, she having sprung a leak, when the crew took to the boat, and after drifting about for eleven hours were picked up by the *John and Elizabeth*, of Newquay, and landed at Cork.

December 31.—The total quantity of pilchards exported from St. Ives to the Mediterranean this season is 5,215 hogsheads; average price, 45s. to 55s. per hogshead.

January 20, 1845.—The *Lady Anne*, of Yarmouth, John Page master, from Newport, laden with railway iron, bound for Lynn, ran for the pier in a sinking state, and struck the ground on the ridge. They let go two anchors, and the ship was beating on the ground for about an hour, when the quay warp was placed on board a large boat, which went out at great risk and danger to all on board, and succeeded in getting the warp to the vessel, and by the help of the people on the pier-head she was warped into the harbour, where she sank. Too much praise cannot be given to the pilots for the preservation of the crew, ship and cargo.

February 1.—On Sunday last John Bennett, master of the *Rambler*, of Swansea, was washed overboard and drowned.

February 4.—The foundation-stone of the Wesleyan Day-schools was laid this day.

February 12.—During the past week great quantities of sprat have been taken, which sold at 3s. 6d. to 4s. per gurry for manure.

February 18.—Annual meeting of the Batten Fishing Company; dividend £6 per share.

February 28.—Interred this day Elizabeth Bennetts, aged ninety-eight. Recently died John Quick, aged eighty-seven, and Richard Grenfell, aged eighty-six.

March 16.—A great fall of snow, and we have had twelve days' sharp frost.

March 25.—Seven boats went out to try for mackerel.

March 27.—Highest boat 300, sold at 24s. per hundred.

March 30.—Mr. Smedley preached the Wesleyan Missionary sermons.

April 27.—News brought from St. Agnes that there were four men on the "Modrops" Rock. Instantly the boat *Thomas* was manned and proceeded towards the rock, and at about 9 a.m., after great exertions, succeeded in rescuing the men from their perilous position. They were the crew of the schooner *Agnes*, of this port, John Richards master, she having struck on the "Modrops" during a gale from the W.S.W. and very thick with rain. The crew took to the boat and reached the rock, where they remained twenty-four hours without food and only half clothed. They were descried by a woman and a boy who took the news to St. Agnes, when a messenger was sent to St. Ives, it being thought that the vessel belonged to this place.

May 31.—During the past month the drift-boats have had good catches of mackerel.

July 1.—Drift-boats, from 700 to 2,000 pilchards.

July 8.—First stone of the Penzance new pier laid to-day.

July 14.—Sailed the *Blanche* for Bona in the Mediterranean.

July 23.—The schooner *Reward*, George Anthony master, laden with a cargo of copper-ore, value £1,000,

left this Roadstead and afterwards struck on the Shoaler Stone, the crew having just time to get out their boat when the ship foundered.

August 4.—Sailed the *Victoria*, Thomas Daniel master, for North America.

August 12.—Last evening news was received that on the 8th inst., at 10 p.m., the *Eden* and the *Bideford* schooners got into collision, when the latter vessel foundered.

August 13.—Drift-boats landed to-day about 150 hogsheads pilchards.

August 18.—The seiners were put in pay and the boats stemmed; total, 189 seans.

August 20.—Some sort of unknown blight has so injured the potato crops that it is feared the same will be an entire failure.*

August 28.—Several shoals of fish seen in the Bay.

September 9.—Five seans were shot at 5.30 a.m.; very small shoals, and small fish; sold at 16s. per gurry.

September 21.—Drift-fish sold to Messrs. Bolitho at 45s. per hogshead.

October 3.—Drift-boats have been getting good catches of mackerel. One Mount's Bay boat carried away her foremast, which obliged her to come this side of the land with 5,000 mackerel; sold at 12s. per hundred.

October 15.—Hocking and Co. shot at Porthminster, and caught six boat-loads of pilchards.

October 28.—Bolitho and Co. shot a sean at the Leigh.

November 4.—Eleven seans shot to-day at the various stems.

* 1845 was the year of the partial failure of the potato crops in Ireland, and 1846 the year of the potato famine.

November 7.—Several seans shot to-day, enclosing about 2,500 hogsheads pilchards.

November 24.—The Victoria Company enclosed a shoal of herrings at the Poll with their Carrack Gladden boat, and received notice of trial from the Union Company, in whose stem they took the fish. Every year since their formation, the Victoria Company have committed depredations by infringing the Act of Parliament.

November 26.—A number of seans shot to-day. Hichens and Co. took 3,000 hogsheads at the Poll; Bolitho's 2,500 hogsheads, Red Balls 1,500 hogsheads. Wearne's took 1,000 hogsheads at Porthminster, Union Company 1,000 hogsheads, besides some smaller shoals. In all about 10,000 hogsheads have been enclosed to-day.

December 1.—Tremearne and Co. took a small shoal of pilchards.

December 2.—Boats on the drift, from 20,000 pilchards.

December 14.—Three seans shot, and took about 200 curries of herring.

December 23.—At 8.30 a.m. a large brig was seen to the eastward of Godrevy Island. About this time they discovered that she would not weather the island, it being about half-flood tide. She then attempted the Inner Sound, and after striking twice succeeded in getting through. The rudder being disabled, they were compelled to run the vessel on shore about half-a-mile to the westward of Gwithian River. At low water the crew, nine in number, were brought safely to shore. She proved to be the *Dorothy*, of Sunderland, from Cardiff, laden with railway-iron, for Goole, in Yorkshire. Wind N.N.E., a heavy gale.

December 27.—The brig *Ann* lost near Bude; crew

saved, except one man, who fell from the yard and was killed.

December 30.—The schooner *Sarah* lost near Ilfracombe. Crew saved.

December 31.—The total quantity of pilchards exported from St. Ives to the Mediterranean this season has been 18,847 hogsheads; price from 40s. to 54s. 6d. per hogshead, or a value of say £45,000. Thirty-three vessels loaded here; two of them with about 800 hogsheads were lost in a heavy gale on the 19th January, 1846. The total quantity exported from the county was 30,807 hogsheads.

January 2, 1846.—Several of the fish vessels sailed that had been detained by the boisterous state of the weather.

January 18.—News arrived that the brig *Joe*, of St. Ives, Samuel R. Semmens master, was lost after collision with a French brig. Crew saved by taking to their boat, and gaining the French vessel. They were landed at La Rochelle, and then put on board a Hamburg ship and afterward landed at Falmouth.

February 14.—Sailed the *Blanche* from Hayle.

March 12.—Ruth Company fishing concern sold to Batten and Co.

April 1.—Wesleyan missionary anniversary; total collections, £128 16s. 8d.

April 8.—All the mackerel-boats put to sea the second time for the season.

Arrived the brig, newly purchased for Captain George Morton.

April 9.—Mackerel-boats from 1,000 down, sold at 16s. per hundred.

May 5.—A great many boats from the Mount's Bay came to land, having from 300 to 1,500 mackerel, which

sold for the Bristol markets at 13s. per hundred. Some St. Ives boats as high as 7,000.

May 18.—Recently died James Quick, aged ninety-six, and Captain David Dysart, aged eighty-four.

June 1.—Whit Monday. The *Brilliant* steamer sailed on an excursion to the Lizard.

June 9.—Boats left for Ireland for the herring fishery.

July 3.—Thomas E. Stevens fell into the hold on board the *Antigua Planter* and was killed.

July 8.—One boat, 4,000 pilchards; sold at 2s. per hundred.

July 9.—Drift-boats, from 10,000 to 16,000 fine pilchards.

July 15.—Lord William Powlett arrived in town and commenced his canvass to succeed William Tyringham Praed, Esq., deceased.

July 21.—This day Lord William Powlett was elected member for the borough without opposition, in the room of the late Mr. Praed, and quitted the town on board the *Cornwall* steamer for Bristol.

July 27.—A memorial was sent to the Lords of the Admiralty in favour of St. Ives Bay as a site for a Harbour of Refuge.

August 2.—Some shoals of pilchards seen from the hills.

August 5.—Boats, from 3,000 to 25,000 pilchards.

August 6.—The Red Ball Company and Victoria Company shot seans on sprat.

August 8.—Drift-boats landed about 100 hogsheads pilchards.

Captain Vivian Stevens cast the Victoria Company in costs and the value of the shoal of herrings, £150, caught by them with their Carrack Gladden boat in the

Poll stem last season. The case was heard at Bodmin last Wednesday.

The dispute between the Victoria Company and Hichens and Co. about the shoal of mackerel was settled by mutual consent.

August 13.—Arrived the *Blanche*, from Rouen in ballast.

August 17.—Seaners went into pay; one-half the seans taken out this year by agreement.

September 7.—Three seans shot to-day; small shoals.

September 11.—Five seans shot to-day.

September 17.—Drift-boats, from 1,000 mackerel; sold at 12s. per hundred, for the Bristol market.

October 1.—Drift-boats, catches of herring.

October 16.—Tremearne and Co. shot a sean at Pednolver.

October 20.—Captain Vetch, R.N., sent down by the Admiralty to survey the Bay as a site for a Harbour of Refuge.

October 25.—The boat *Kate* boarded the barque *Mary Ann*, waterlogged and abandoned. She is timber-laden, and has drifted on shore at Morvah.

October 27.—From 10 a.m. until evening twenty-two seans shot at different stems, and at a moderate calculation not less than 25,000 hogsheads pilchards have been enclosed.

November 17.—Arrived the *Devon* steamer from Dublin, out four days; landed her passengers and took a supply of coal.

November 24.—News arrived that the schooner *Mary*, George Care master, was driven from her anchors and stranded on Bury Bar, with loss of cables and anchors and both masts. Crew saved.

The *Elizabeth* schooner, Gyles Gudge master, was

wrecked near the Nash Point. Crew saved. Six vessels have been lost near Llanelly.

November 27.—Drift-boats, large catches of herrings, pilchards, and mackerel, with quantities of line fish.

December 2.—Several pieces of mahogany picked up by the boats.

December 10.—A strong gale N.N.W. The brigantine *Thomas*, of St. Ives, Daniel Hollow master, laden with copper-ore, from St. Ives for Swansea, missed stays when working into the pier, and was driven on Pednolver Rocks. The crew were saved, but in a short time the vessel was destroyed. The *Revenna*, of Scilly, ran for Hayle Bar and got in safely; but a large schooner, called the *Marquis*, of Limerick, grounded on the Western Spits.

December 21.—Arrived the *Victoria* from Quebec, twenty-seven days' passage.

December 31.—The total number of hogsheads of pilchards exported from St. Ives to the Mediterranean this season is 20,417; price 30s. to 38s. per hogshead. Thirty-five vessels loaded here. The total export for the county is 34,527 hogsheads.

February 8, 1847.—The *Mary*, of Hayle, that left Hayle with many other vessels, has not since been heard of.

February 21.—Two collections were made in the Wesleyan Chapel in aid of the Irish Distress Fund.

March 3.—Price of provisions: Wheat flour, 2 $\frac{3}{4}$ d. per pound; barley, 2d.; pork, 5 $\frac{3}{4}$ d.; beef, 7d. to 8d.; mutton, 6d. to 7d.; potatoes, 1s. per gallon, and very little to be obtained at that price on account of the general failure of the potato crops; butter, 1s. 1d. per pound.

March 17.—Landed this day the crew, fourteen in number, of the brig *Affiance*, of Goole, that struck

on the Rundle Stone the previous night, and foundered near Whitsand Bay. She was from London, with 350 tons general cargo for Galway in Ireland.

May 11.—Mackerel-boats landed from 1,500 to 3,000 fish; sold at 10s. 6d. per hundred.

May 17.—A strong gale from S.; about fifty Mount's Bay boats came into the pier, and landed from 100 to 2,500 mackerel.

May 27.—The miners from the western mines assembled at Penzance to endeavour to get corn and flour sold to them at a reduced price.

June 4.—Tumult at Pool with the miners, who broke into a store and took flour and other provisions.

June 18.—The potato crops are again attacked with the potato disease.

AN ELECTION

July 7, 1847.—Mr. Robertson commenced canvassing on Wellesley's interest.

July 12.—Messrs. Millett and Co. commenced canvassing the town on behalf of Lord William Powlett.

July 27.—Wrists for the election publicly read.

July 28.—Mr. Robertson gave up the contest, and quitted the town at 11 p.m., the majority of votes being given to Lord William Powlett.

August 2.—The polling commenced at 8 a.m., and ended at 4 p.m., when the numbers were declared as follows :

| | | | | |
|---------------------------|-----|-----|-----|-----|
| Lord William Powlett | ... | ... | ... | 322 |
| Peter Borthwick, Esq. | ... | ... | ... | 166 |
| Majority for Lord Powlett | ... | | | 156 |

Mr. Borthwick gave up the contest at 2 p.m.

August 13.—Sailed the *Hope* for Leghorn.

August 17.—The sean-owners have united to form one concern. They will commence fishing on the 30th inst., with four boats' crews, all to share alike.

September 13.—Three seans shot at the Poll, one at the Leigh, and one at Pednolver.

September 22.—Sailed from Hayle the iron steamer built at Harvey's Foundry for a tug-boat on the Rhine. She is called the *Prussian Eagle*.

September 27.—Several large shoals of pilchards passed through Porthminster stem; the tides, being high, prevented the boats going deep enough to catch the fish.

September 28.—Arrived the *Blanche* from Nantes.

October 4.—Four seans shot to-day.

October 26.—Several seans shot to-day.

November 1.—No less than nineteen seans have been shot to-day at the various stems, and enormous quantities of pilchards have been enclosed; it is estimated more than 20,000 hogsheads.

November 23.—Large shoals of fish passed through the stems.

November 24.—Tremearne and Co., Hocking Company, and Hichens and Co., each shot a sean and caught fish; Batten Company shot and missed.

November 25.—Two seans shot at Porthminster; Sharemen Company shot at Pednolver, and the sean went round the Head.

November 26.—Hichens and Co. shot a sean at Carrack Gladden.

December 4.—The Breakwater report from the Admiralty publicly read in the Town Hall by Samuel Hocking, Esq.

December 8.—A large barque, with mainmast gone, seen running for the Gannel. Since heard that she

ran on shore, three men drowned. She proved to be the *Marquis of Abercorn*, from Quebec, last from Cork, bound for London, laden with deals. The remainder of the crew, twenty-six in number, were saved.

December 21.—News received of the loss of the schooner *Kate*, Humphrey Fry master, on the coast of Ireland.

January 13, 1848.—Died Captain Thomas Bawden, aged eighty-seven.

February 10.—News arrived of the loss of the schooner *Ann*, of St. Ives, on the south end of Lundy. Crew drowned, except a boy passenger, who got on the island.

The total quantity of pilchards exported to the Mediterranean from St. Ives for the past season, from October 30, 1847, to January 17, 1848, has been no less than 30,100 hogsheads, the largest quantity ever exported from St. Ives in one season. Fifty-five vessels loaded here for various Mediterranean ports. The total for the county is 41,623 hogsheads; prices from 30s. to 36s. 6d. per hogshead. At the lowest figure the sum realized by the Pilchard Fishery in St. Ives this season is £45,000.

February 21.—Picked up a quantity of wreckage marked “Eagle.”

Mr. James Young died, aged fifty.

March 1.—A strong gale W. by N. The ground sea is running and rising to an extent scarcely ever remembered before.

March 7.—At 9 a.m. the schooner *John*, of North Wales, came on shore on the Ridge about half ebb, and soon after she struck the two masts went by the board. The vessel became dry at low water, and crew

saved. She came off on the flowing tide by the help of the Quay warp.

At 8 a.m. the brigantine *Fame*, of Hayle, Spry master, came on shore near Portreath, and became a total wreck, the master, mate, boy, with a woman passenger and three children, were drowned. Two of the crew saved.

March 28.—Boats on the drift, 100 to 3,000 mackerel, sold at 14s. 6d. per hundred.

April 2.—Wesleyan Missionary Services ; total collections for the anniversary, £75 14s. 1d.

April 9.—At midnight a small schooner ran on the Stones and foundered. Three men took to the boat and landed near Hayle Bar, but the fourth man, going below to fetch something, went down with the vessel.

May 1.—Interred Mr. Thomas Matthews, aged eighty-nine.

May 2.—Only one boat shot last night ; took 1,250 mackerel. Sold for 33s. per hundred to the steamer for Bristol.

May 5.—St. Ives and Mount's Bay boats landed 100 to 5,000 mackerel each ; sold at 5s. to 7s. 6d. per hundred.

June 19.—One boat sailed for Whitby and others for Ireland for the herring fisheries.

June 23.—Batten and Co. Fishing Concern held the annual meeting ; dividend, £3 per share.

July 15.—Two men drowned on Hayle Bar ; George Gilbert and John Bryant, natives of Hayle.

August 8.—Gasworks discontinued making gas on account of necessary repairs.

August 12.—Sailed the *Victoria* for Quebec, with emigrants.

September 16.—Seaners went in pay ; total seans this season, 196.

October 21.—Messrs. Hichens and Co. took a large shoal of pilchards at Porthminster.

October 29.—Hichens and the Union Company shot on sprat; Wearne and Co. shot a sean at Porthminster, and took about 400 hogsheads pilchards.

November 10.—The boats went off about four leagues from the Head to the wreck of a vessel, but could not succeed in bringing her to land.

November 15.—Drift-boats, from 100 to 3,000 mackerel; one boat, 3,000 pilchards; good catches of line fish.

November 18.—Hichens and Co. shot a fine shoal of pilchards at Carn Crowse, but lost the fish owing to the tow-boats being in alongside the quay. Every man in those tow-boats ought to be discharged immediately.

November 22.—Boats on the drift, from 100 to 7,000 mackerel; sold at 6s. per hundred. Some boats, 500 to 1,800 herring; sold at 2s. 6d. per hundred.

November 24.—Wind N. by E. D. L. Nинnes went down to the Poll in his boat, and would most likely have been lost if a gig's crew had not gone down at 11 p.m., at great risk, and towed him home.

November 26.—Hichens and Co. offered 55s. per hogshead for their fish.

November 30.—One boat, 30,000 pilchards; another, 20,000 herrings.

December 1.—Union Company shot a sean at Carn Crowse, and caught about twenty gurries of herring.

December 4.—*Blanche* began to load pilchards for Genoa.

December 6.—Boats, large catches of herrings; sold at 2s. 6d. per hundred.

December 7.—The cargo per the *Blanche* sold to Messrs. Fox for 63s. per hogshead, and all the rest at 6os. per hogshead. *Blanche* loaded 449 hogsheads.

December 14.—Schooner *James Wearne*, from Falmouth for Limerick, corn-laden, from the Mediterranean, lost in Mount's Bay with all her crew.

December 18.—Came into port the *Welcome Return*, of Falmouth, and foundered in the harbour, having been in collision with a brigantine near the Three Stone Ore. The mate is missing, and whether drowned or on board the other vessel is unknown.

December 31.—The total quantity of pilchards exported this season is 2,669 hogsheads—viz. : *Blanche*, of St. Ives, for Genoa, with 449; *Johanna*, of Hayle, for Genoa, 550; *Racer*, of Jersey, for Leghorn, 550; *Eagle's Wing*, of Dartmouth, for Naples, 540; and *Providential*, of Dartmouth, for Naples, with 580 hogsheads.

January 10, 1849.—News arrived of the loss of the schooner *Maria* in Swansea Bay, crew saved.

February 16.—News arrived of the supposed loss of the brig *Valliant*, of St. Ives, William Cogar master, on her passage from Portreath to Swansea, her boat having been picked up, stove and bottom up, with four oars and a kedge-anchor buoy, and carried to Swansea; and as the *Maid of Erin*, of Truro, William Harry master, has arrived from Newport, and reported being in collision with an unknown vessel, it is feared the same must have been the *Valliant*, and that she has foundered with all hands. The *Maid of Erin* has her jib-boom, bobstay, and cutwater carried away, and other damage.

March 9.—Many mackerel boats shot, the first time for the season.

April 1.—Missionary sermons preached in the Wesleyan Chapel.

April 19.—Wind N.E., a strong gale; no boats at sea. Two vessels wrecked in Mount's Bay.

May 14.—At 9.30 a.m. the *Ono*, of St. Ives, Captain Thomas Brooking Williams, with eighty-two emigrants, sailed for Quebec. Arrived the *Hayle*, Captain W. Sampson, bound for Limerick.

June 12.—Went to Redruth.

July 16.—A great number of playing shoals of fish seen on the coast, some of them in the stems.

July 25.—Died Captain Jasper Williams, aged fifty. Captain James Jennings died at sea of cholera, and was buried at Milford.

July 28.—Boats, from 8,000 to 20,000 fine pilchards.

August 7.—Sailed the *Victoria* for Quebec with fourteen emigrants.

August 15.—Sailed the *Jasper* for Hamburg; arrived the *Ono*.

August 27.—Two seans shot at the Leigh; Bolitho's and Hichens', and Tremearne's shot on sprat.

August 30.—Two women died to-day of cholera.

September 2.—This morning a man died of cholera on board a Jersey smack in the roadstead; he was brought on shore at 6.30 p.m., and buried in the new burial-ground.

September 15.—Boats, from 300 to 1,000 mackerel; sold at 5s. per hundred.

September 18.—Several seans shot to-day, enclosing about 1,000 hogsheads pilchards.

September 28.—A day of general thanksgiving to Almighty God for averting or abating throughout the United Kingdom the pestilential disease of cholera that has been making such rapid havoc among the people.

October 15.—Several seans shot at Newquay.

October 17.—Drift-boats, from 4,000 to 10,000 pilchards.

October 18.—Bolitho shot a sean at Pednolver; another at the Leigh. Tremearne shot a sean.

October 23.—Drift-boats, small catches of pilchards, herring, and mackerel.

November 7.—Pilchards sold at 54s. per hogshead.

November 8.—Ten seans shot to-day at various stems.

November 10.—Four seans shot to-day.

November 15.—Strong gale N.N.W. Two seans taken from their moorings in the Poll, and carried on the Western Spits; the fish (about 1,000 hogsheads) escaped, but the nets are not much injured.

November 29.—About midnight the *Aurora*, of Plymouth, coal-laden, from Newport, went on shore in Paully's Cove, and became a total wreck. The crew took to the boat, and landed safely at this port.

December 10.—Bolitho shot two seans, one at the Poll and the other at Porthminster. Owing to the great quantity of fish enclosed, the former sean swung on the Carrack and was lost; the latter sean got foul of an anchor, and all the fish escaped, except about 60 hogsheads. It is estimated that the two seans enclosed not less than 8,000 to 10,000 hogsheads pilchards.

December 12.—Opened the road to commence laying the pipes for the Terrace lamps.

December 21.—Drift-boats, from 2,000 to 3,000 pilchards; such late catches have not been known for many years.

December 31.—Came on shore on Porthmeor Beach a ship's name *Louisa*, of Bideford, John Blackmore master, and some pieces of bulwarks.

The total quantity of pilchards exported to the Mediterranean from St. Ives this season is 11,480 hogsheads; prices, 50s. to 55s. per hogshead. Twenty-

four vessels loaded here. Total number of seans, 197; two immense shoals enclosed and lost December 10.

January 19, 1850.—Went to Penzance to settle the fishery accounts; shared £6 per share.

January 26.—News arrived of the loss of William Berriman, of Neath, son of Mr. William Berriman, of this place. He was washed overboard with another seaman from the *Panope*, Samuel Semmens master, when on a voyage from Gallipoli to Liverpool.

February 11.—The news of the *Mary Welsh* being driven on shore at Ancona in a gale of wind was made known this morning.

February 25.—News arrived of the loss of the *Jane*, Edward Paynter master; foundered off Worms Head.

February 27.—Thomas Uren drowned himself by jumping off Carthew Point.

March 21.—John T. Short and Thomas Williams* elected auditors, and Charles Tremearne and Andrew Stevens assessors, for the borough.

March 25.—News arrived of the *Dasher*, Henry Jennings master, being a total loss on Bideford Bar. The boy, named John Ninnes, was drowned.

March 29.—Wind S.E.; a very strong gale. At 2 p.m. a schooner, when working to land on her starboard tack, carried away both masts by the board about five miles from the Head. A brig passed close alongside, but rendered no assistance. Some time after the brig came close to the Head and tacked with his head from the land, when it was seen with a good glass that she was called the *Fame*, of London.

We have since heard that the schooner was called the *Swift*, of Exeter, and that she succeeded in getting to Milford.

* The former prisoners of war in France.

April 13.—Boats this week have had good catches of mackerel, but prices have been very low.

May 7.—Some hundreds of swifts (the black martin) have visited the town; many of them have been captured.

May 29.—Boats during the week, 300 to 3,000 mackerel; prices from 4s. 3d. to 8s. per hundred.

June 17.—*Seek* boat landed thirteen casks Cognac brandy.

June 18.—*Richard* landed two casks, *Countess of Fortescue* one cask brandy.

July 7.—Three drift-boats, from 3,000 to 5,000 pilchards.

July 18.—Sailed the *Earl of Clancarty* from the Roadstead for Liverpool from Rouen.

July 26.—Boats, from 5,000 to 24,000 pilchards; cured for foreign market.

August 14.—Red Balls concern shot a sean at Carn Crowse; took about 55 hogsheads.

August 19.—Three seans shot: Tremearne and Co. at Porthminster, Victoria Company at Carrack Gladden, and Hocking Company at the Poll.

August 20.—Two seans shot to-day, enclosing about 1,000 hogsheads.

August 28.—Four seans shot to-day; very little fish caught; some missed and others shot on sprat.

September 3.—Sailed the brig *Paragon*, Charles Short master, for Galatz, laden with iron.

September 11.—Two seans shot to-day; Bolitho's missed the fish.

September 28.—Bolitho's shot a sean at the Poll; caught about 400 hogsheads.

October 4.—Bolitho's shot three seans and Wearne Company one; all proved successful.

October 12.—The *Charles*, of Mevagissey, when warping out of the Pier, got aground on the Ridge, but floated next tide and proceeded to sea.

October 14.—Bolitho's shot a sean at the Leigh on sprat.

October 16.—Wearne Company shot at the Poll, Victoria Company at Carrack Gladden, Bolitho's two seans at the Leigh, and Wearne's at Pednolver after dark.

Died John Sisley, aged eighty-two.

November 2.—Wearne and Co. took a shoal of fish at Porthminster.

November 5.—Several seans shot to-day, enclosing about 1,100 hogsheads pilchards.

November 12.—One boat, 600 mackerel, sold at 10s. 6d. per hundred; no pilchards; very few herring; a great quantity of hake sold at 4s. per burn of 21 fish.

November 21.—News arrived of the total loss at Gwithian of the *Queen*, of London, Cardiff for Italy, laden with tin-plates and rod iron. Crew drowned.

November 23.—Two seans shot at Porthminster and caught fish.

December 6.—A Mount's Bay boat picked up and delivered to the Customs eight boxes of gum, supposed to be part of the cargo of a French ship lost on Wednesday night on the Brissons.

December 11.—The organ was opened in the Wesleyan Chapel, and special sermons preached by the Rev. William Young, from Penzance.

December 17.—A man picked up on the eastern shore, supposed to be one of the crew of the *Queen*, lost on the 20th ult.

December 31.—The total quantity of pilchards exported from St. Ives to the Mediterranean this season

is 7,968 hogsheads; price averaged rather over 50s. per hogshead. Fifteen vessels loaded here. Enclosures were made by moonlight on October 16.

The total quantity exported from St. Ives for the twelve years—1839 to 1850 inclusive—has been 145,000 hogsheads, or an average of 12,000 hogsheads per annum, allowing at a moderate estimate £2 per hogshead; this represents £24,000 per annum for this period as the income of St. Ives from the Pilchard Fishery.

January 1, 1851.—The new year commences with a strong gale from the S.W., with thick rain.

January 8.—A heavy gale. The *Blanche*, *Foxhole*, *Clara*, *Gower*, *Drake*, and *Marshall*, all bound for Portreath, ran for this harbour.

January 9.—Picked up several parts of a wreck—hatches, part of a round house, a dog's house, a boom slightly varnished—all seeming to belong to some foreign vessel.

January 12.—At noon seen from the Head a vessel, bottom up, supposed to belong to Cherbourg, and capsized in the sudden gale of the 9th. The boats, seven in number, could not succeed in towing her to the land, and were forced to abandon her.

Yesterday, near the Brissons, a brig called the *New Commercial*, of Whitby, was discovered on shore, a wreck. A black man was picked up, floating on a piece of wreck, and at 4 p.m. the Captain and his wife, the only other survivors, were taken from the Brissons Rock. The woman died soon after being rescued, and the Captain lies in a dangerous condition.

January 13.—The *Cornwall* steamer went out from Hayle in search of the wreck of the French vessel, but failed to find her.

January 22.—Sailed the *Mystery*, Edward Hain master, with 563 hogsheads pilchards for Naples ; also the *Francis Yates*, Paynter master, with 727 hogsheads for Naples.

February 2.—Sailed the *Blanche*.

March 5.—Sailed the *Paragon* for Cork.

March 25.—Literary Institute opened this evening.

April 10.—Wesleyan Missionary Services ; total collections, £42 12s. 6d.

April 17.—Cornwall Fishery Meeting at Penzance ; dividend, £1 per share.

THE CENSUS

1851.—The Census was taken on April 1. Number of inhabitants :

| | | | | | |
|------|-----|-----|-----|-----|-------|
| 1851 | ... | ... | ... | ... | 6,507 |
| 1841 | ... | ... | ... | ... | 5,656 |
| 1831 | ... | ... | ... | ... | 4,776 |
| 1821 | ... | ... | ... | ... | 3,526 |
| 1811 | ... | ... | ... | ... | 3,281 |
| 1801 | ... | ... | ... | ... | 2,714 |

In 1749 the total for the town and parish was 1,850.

May 4.—The *Clara*, Captain Morton, arrived from Cherburg, and never hoisted his colours, for which he was only reprimanded by the collector.

May 13.—Boats, from 500 to 1,500 mackerel ; sold at 12s. 6d. per hundred for the steamer, and 5s. 6d. for home consumption.

SMUGGLERS

June 1, 1851.—During the night several men were discovered escorting a spring cart, laden with contraband goods, out of the town. It is said that chief boatman Cocks was knocked down in trying to stop the cart near the hotel. It is supposed that the smuggled

goods were landed from the smack belonging to Captain James Williams.

June 18.—One boat sailed for the Irish herring fishery.

July 3.—The smack *St. George*, James Williams master, released, after being detained twice by the Customs on suspicion of landing the contraband goods.

July 9.—Red Balls shot at Pednolver; caught 1,000 mackerel and nearly that quantity of gurnards.

July 25.—Mr. Knill's virgins marched to Cock Hill and danced round the monument.

August 5.—Arrived the *Victoria* from Quebec, Captain Morshead.

August 7.—Three seans shot yesterday and two to-day, enclosing about 700 hogsheads pilchards.

September 23.—Drift-boats, from 300 to 600 mackerel; sold at 14s. 3d. per hundred.

September 30.—Tremearne's shot a sean at Porthminster and missed.

October 1.—A large number of seans shot to-day at the various stems.

October 2.—Six seans to-day shot at the various stems.

October 8.—Fish all landed, about 6,700 hogsheads.

October 17.—Several seans shot during the day.

October 21.—Wearne and Co. shot at Carrack Gladden and Hocking and Co. at Porthminster.

October 24.—Messrs. Bolitho's, Hichens', Bazeley and Co. finished taking up their fish to-day from the two Porthminster seans; the total quantity being near 7,000 hogsheads.

The *Camilla*, of this port, Captain Edward Hain, and the *Venus*, of Penzance, Captain Bawden, on entering

the Bute Docks, Cardiff, got jammed, when the *Camilla* immediately sunk, the *Venus* falling over; they were, however, got off next tide, and are now awaiting a survey. The *Camilla* was afterwards declared a total loss.

October 28.—Twelve seans shot to-day at different stems, enclosing, it is estimated, not less than 12,000 hogsheads.

October 29.—Wind E.N.E., a strong gale. Two of the Porthminster seans very much damaged and the fish lost. At noon all the seans round the Point are still riding, but if the gale continues, they will be torn to pieces and all the fish lost.

October 31.—Fish all gone and seans taken up much damaged.

November 18.—Cornwall Company shot a sean at Porthminster.

November 30.—The *Mystery*, Edward Hain master, that sailed yesterday for the Mediterranean with pilchards (570 hogsheads), came back into the Bay, when the wind, being more easterly, she again proceeded.

December 31.—The total quantity of pilchards exported from St. Ives to the Mediterranean this season is 16,470 hogsheads; average price 42s. per hogshead. Thirty-one vessels loaded here for various Mediterranean ports, the total quantity for the county being 26,736 hogsheads. Large catches were made at St. Ives in October; from one sean alone the hitherto unprecedented quantity of 5,500 hogsheads were taken up and cured. On October 28 further enclosures were made, but the fish escaped owing to bad weather. Several whales seen among the pilchards this year. Total number of seans, 237.

February 2, 1852.—The Rev. John Dunkin Adams was interred at 11 a.m. He was minister of Towednack for four years, and was greatly respected by the people of that parish and also in St. Ives, where he resided and where he died.

February 13.—A Camborne lass was tried for stealing 2s. from the shop of Mr. T. Quick, and sent to Bodmin for two months.

March 18.—One boat, 300 mackerel, sold at 2½d. and 3d. each.

March 22.—Edward Hain died this evening.

April 2.—The barque *Panope* was launched at 2.30 p.m. She went off in splendid style.

April 23.—A great many boats left for Ireland for the herring fishery.

April 28.—The smack *Hope*, of Salcombe, George Rundle master, when working down channel, struck on the Stones and foundered. Crew saved in the boat. She was from Neath, bound for Totnes, laden with culm.

April 30.—Dr. Bevan's stable was burned down, and great fears were entertained that the adjoining houses would take fire; but the fire was got under by the exertions of a few able and active young men.

AN ELECTION

May 1, 1852.—Captain Laffan, R.E., addressed the electors in the Town Hall.

May 10.—Captain Laffan addressed the electors on the Quay at 9 a.m., professing to be a supporter of Free Trade and no Bread Tax.

May 11.—Mr. Hussy Vivian, son of Squire Vivian, of Swansea, came into the town (invited by a requisition)

as a candidate, at 8 p.m. He declared his political opinions in the Town Hall to a crowded assembly—a Free Trader throughout.

May 12.—Mr. Vivian canvassed the town.

May 14.—Mr. Paull, Mr. Vivian, and the agents for Mr. Laffan actively canvassing.

June 17.—Mr. Hussy Vivian left for Truro.

July 3.—Mr. Burns addressed the electors.

July 5.—Mr. Paull and Mr. Laffan actively canvassing.

July 9.—At 10 a.m. the three candidates—Mr. Paull, Mr. Laffan, and Mr. Barnes—met at the Town Hall, and were there nominated. Mr. Paull by Mr. William Bazeley; Mr. Laffan by Mr. Hocking, seconded by Mr. J. N. Tremearne; and Mr. Barnes by Captain Vivian Stevens, seconded by Mr. Docton, whose speech far surpassed any speech I ever heard in our Town Hall by any candidate or member.

July 10.—The polling commenced at the Town Hall, and resulted as follows :

| | | | | | | |
|--------|-----|-----|-----|-----|---------------------|-----|
| Laffan | ... | ... | ... | ... | ... | 256 |
| Paull | ... | ... | ... | ... | ... | 218 |
| Barnes | ... | ... | ... | ... | ... | 18 |
| | | | | | Majority for Laffan | 38 |

I never witnessed such a concourse of people as perambulated the streets both before and after the election, but everything ended in a very peaceful manner, and no fighting or disturbance took place. Thus ended a contest which has lasted nearly eight weeks.

July 13.—At 4 p.m. all those who had promised their votes to Henry Hussy Vivian, Esq. (who was on Friday elected M.P. for the Borough of Truro), were

entertained at a public dinner at Messrs. Bolitho's old Custom House Loft; present on the occasion, H. H. Vivian, Esq., M.P., Messrs. Bazeley, Hocking, Jacock, and others. The company seemed well pleased with the speeches delivered by several electors and well-wishers to the reformers.

July 27.—Last night the billy-boy *Liberty*, of London, shipped a sea and sprang a leak, and this morning the crew took to their boat and landed at this port. A pilot gig afterwards went out to the vessel, made sail, and brought her without difficulty into the harbour.

August 11.—Wind E.N.E., a strong gale. The schooner *Prometheus*, of St. Ives, Berriman master, went on shore near Gurnard's Head. Crew saved. *Pearl* brig, of Hayle, White master, went on shore near Portreath; and the schooner *Auspicious*, of Hayle, Spray master, near St. Agnes. Several vessels came into port, and others at anchor in the Bay, with loss of sails and spars. If the gale continued a few hours longer, there must have been a great loss of shipping, if not of life. There are three vessels on shore on Hayle Bar, another schooner near St. Agnes, and one near the Land's End.

August 16.—Bolitho's shot a sean at Porthminster, and another at Carrack Gladden.

The wreck of the *Prometheus* was got off this afternoon and towed to this port.

August 21.—Nine persons left St. Ives for Australia.

August 24.—Three seans shot on small shoals.

August 27.—The regatta took place, commencing at 1.30 p.m.; the wind, being light, prevented the lugger-boats from sailing, but the sean-boats, four-oared boats, and gigs made good races, as also the sean-boats manned by blowers.

October 6.—Drift-boats, from 3,000 mackerel ; sold at 10s. per hundred.

October 17.—Interred this day Captain William Trewella, aged seventy-four.

October 21.—Drift-boats to-day landed about £150 worth of mackerel.

October 27.—Wind N.N.E., a strong gale. In the forenoon a schooner was seen off the tail of the Stones with her head to the eastward, and she afterwards ran on shore at Perranporth. She is named the *Queen Victoria*, of London, Charles Wilson master, laden with salt, from Liverpool for London. Captain, mate, and two of the crew were drowned ; one man saved. If he had any knowledge of the coast, he might have brought the vessel safely into St. Ives.

The brig *Velocity*, of Waterford, laden with oats, is a total wreck at Towan Porth. Crew, eight in number, saved. This vessel might also have come safely into St. Ives.

November 1.—Mr. John Newman Tremearne chosen Mayor for the ensuing year.

November 17.—A strong gale ; several vessels came into port with loss of spars and sails. A large Norwegian ship from Bristol, homeward bound, came into port with the loss of most of her canvas.

November 18.—A general holiday on account of the interment of the Duke of Wellington, which took place in London this forenoon.

November 20.—Some drift-boats, 2,000 herrings mixed with pilchards.

November 25.—Yesterday morning at daybreak a vessel was discovered on shore to the eastward of the Black Cliff. She proved to be the schooner *Polly*, laden with rock salt and copper. The crew, six in

number, took to the boat, but, unfortunately, she got stove before they cut the painter, and all were drowned excepting one man, who was driven on shore on an oar.

December 5.—On Saturday Tremearne's shot a sean at Porthminster, and took up about 300 hogsheads of fine pilchards.

December 16.—One of the drift-boats picked up and landed a man on the Quay, supposed to be the Captain's son of the schooner *Polly*, drowned on the 24th ult.

December 31.—Only 2,755 hogsheads pilchards have been exported from St. Ives to the Mediterranean this season; average price, 32s. 6d. per hogshead. Five vessels loaded here.

January 7, 1853.—A general meeting held in the Town Hall to consider proposals for a new harbour.

February 15.—The *Ono*, of St. Ives, came into collision with a vessel belonging to Swansea, when the latter foundered, with the loss of one man.

March 2.—Attended the Annual Meeting of the Cornwall Fishing Company; shared £600, or £2 per share, with a balance in treasurer's hands of £226 10s.

April 6.—Anniversary of the Wesleyan Missions.

April 7.—Boats, from 1,800 mackerel; sold at 16s. 6d. per hundred.

April 28.—Drift-boats, from 400 to 3,500 mackerel; sold at 6s. and 10s. 6d. per hundred.

May 5.—On Saturday last on board a Bremen schooner from Cardiff, bound to Bremen laden with coals, when about ten leagues to the westward of Lundy, the boy went below with a lighted candle, when the cargo exploded, blowing the vessel up. One man was killed, another had his leg broken, and the boy very much burnt. The crew took to the boat, and were picked

up by the *Auspicious*, of Hayle, Spray master, and landed at St. Ives.

June 6.—The public lights through the town discontinued, the old gasometer being condemned, to be replaced with a new one.

June 13.—Humphry Geen, Joseph Wall, and William Veal are missing; their boat supposed to be run down and the men drowned.

July 18.—This day there has been a great display of colours, cannons firing, and bonfires on the Quay and on the Terrace, and the hotel kept by Mr. George Wasley was illuminated, to celebrate the passing of the Bill for building the New Pier.*

August 1.—Total number of seans this season, 252; one-quarter part put to sea—viz.:

| | | | | |
|--------------------------|-----|-----|-------|----|
| Bolitho, Hichens and Co. | ... | ... | ... | 21 |
| Tremearne and Co. | ... | ... | ... | 16 |
| Wearne's Company | ... | ... | ... | 14 |
| Cornwall Company | ... | ... | ... | 11 |
| | | | Total | 62 |

August 8.—A large quantity of fish escaped on the first low water, owing to the seans being warped too near the shore, and a large quantity killed for want of room in the nets.

August 11.—Drift-boats, from 1,400 to 5,000 pilchards; sold at 1s. 8d. per hundred.

August 26.—Tremearne and Co. shot a sean at Carrack Gladden, and took about 160 hogsheads pilchards.

September 3.—Hocking and Co. took about 150 hogsheads pilchards at Carrack Gladden.

* Nothing was done under the St. Ives Harbour Act, 1853, but it was renewed by the Order of 1862, when the Wood Pier (now a wreck) was commenced.

September 7.—Bolitho's shot a sean at Porthminster and missed.

September 9.—Arrived the *Blanch*, from Cardiff, bound to Corunna.

September 30.—Tremearne and Co. shot two seans—one at Carrack Gladden, and one at Porthminster.

October 3.—Twelve seans shot to-day at the different stems.

October 8.—Fish stored during the week :

| | Hogsheads. |
|--------------------------------------|--------------|
| Bolitho, Hichens and Co. ... | ... 5,000 |
| Cornwall Company ... | ... 500 |
| Hocking's, Wearne's, and Bazeley ... | ... 1,400 |
| Tremearne and Co. ... | ... 3,500 |
| Total ... | <hr/> 10,460 |

November 9.—Mr. John Newman Tremearne unanimously elected Mayor for the second time. Mr. Richard Hichens and Mr. Walter Yonge elected Aldermen. On the 1st inst. William C. Jalcock, John Stevens, W. W. Kempthorne, and Tonkin Young were chosen Councillors.

December 4.—A great quantity of pilchards passed deep.

December 21.—News arrived of the loss of the schooners *Grace Darling* and *Harmony*, near Llanelly.

December 23.—News arrived this morning's post of the loss of the *Bohemian Girl*, Edward Hain, master, at Carlingford, Ireland. She was from Smyrna, bound to Liverpool.

December 27.—At 4 p.m. the smack *Princess Royal*, from Milford, bound to Hayle, was driven on shore near Pednolver Rocks. Crew saved; vessel became a total wreck.

December 31.—The total quantity of pilchards ex-

ported from St. Ives to the Mediterranean this season has been 11,527 hogsheads ; price 35s. to 42s. 6d. per hogshead. Nineteen vessels loaded at this port.

February 11, 1854.—Several Preventative men left to join H.M. Navy. They were immediately replaced by superannuated coastguardsmen.

February 13.—Peter Noall was washed off the rocks at Clodgy Point and drowned.

February 27.—About sixty young men left St. Ives to-day in the *Queen* steamer for Bristol, on their way to Liverpool to embark for Australia.

April 26.—A day of general humiliation and prayer for the success of our Army and Navy in the war with Russia.

May 3.—Drift-boats have been taking from 100 to 700 mackerel ; sold at 16s. to 26s. per hundred.

May 4.—Annual meeting of the Cornwall Fishing Company.

July 26.—One boat, 5,000 pilchards, sold at 2s. 3d. per hundred.

August 15.—The seiners went into pay.

August 23.—One sean shot at Porthminster.

Tremearne shot at Carrack Gladden.

October 7.—The boat *Eagle*, with eleven tons of potatoes, missed stays and went on shore on Porthminster Point. Daniel Couch and John Broad got safely on shore, while Samuel Stoneman was drowned. Wind E.N.E., a strong gale.

October 10.—Tremearne and Co. shot a sean at Pednolver.

October 27.—Drift-boats, good catches of herrings, pilchards and mackerel.

November 14.—A crowded meeting was held in the town, addressed by E. C. Whitchurch, Esq., of the

Ballot Association, London, and a petition to Parliament in favour of the Ballot was unanimously adopted.

November 23.—Sailed the *Blanch* for Saffi.

November 27.—Large quantities of pilchards passed deep. Tremearne's shot a sean at Porthminster.

November 30.—Bolitho's shot a sean at Carn Crowse and missed. On Friday last an inquest was held at Portreath on the body of a woman supposed to have been a passenger on board the steamer *Nile*, lost with all her passengers and crew on the Stones.

December 5.—Hocking and Co. shot at the Poll and took up fifteen gurries of herring. One boat on the drift, 16,000 herrings; sold at 3s. 6d. per hundred.

December 12.—Part of the cargo of the steamer *Nile* picked up—one cask of oatmeal, some skins of lard, and parts of her decks.

December 19.—A great many casks of butter, lard, tallow, pork, etc., picked up, being part of the cargo of the *Nile*.

December 29.—Wind, N., a strong gale. About 10 a.m. the schooner *Swift*, of Exeter, came on shore on the Ridge. Crew all saved. Soon after the schooner *Concord*, Captain Bartlett, ran on shore. The Captain was unfortunately drowned, but the others were saved after great exertion by the volunteer crews of two tow-boats and one gig. The *Swift* was from Newport, laden with iron, bound to Sheerness, and the *Concord* from Neath to Southampton, with coals.

For this gallant service the men were afterwards awarded the sum of £152 18s. from local and other contributions. Richard Paynter received a medal from Lloyds, having declined a pecuniary reward.

December 31.—No pilchards have been taken and cured for exportation this season.

January 19, 1855.—The smack *Maria*, of Padstow, abandoned at sea, towed into St. Ives by two luggers.

January 22.—The diver commenced working on the *Swift* and *Concord*, wrecked here on December 20.

January 29.—The diver has taken about twenty tons of iron from the *Swift* and all the sails and gear, and a watch from the *Concord*.

January 30.—A great fall of snow.

February 9.—Captain D. Hollow lost his vessel at Penzance. One man drowned.

March 21.—Wind E.S.E., a strong gale. At 8 a.m. the schooner *Thomas*, of Limerick, from Cardiff, coal-laden, for Hayle, was driven on shore on the Breakwater Point. By the exertions of one of the crew, a young man named Richard Williams, of St. Ives, a rope fastened to the jib-boom end was thrown to the men on shore, and the crew thus saved. Had it not been for young Williams, it is doubtful if the Captain could have been saved, he having a wooden leg. The vessel became a total wreck.

About 7 p.m. the brig *Vetos*, Philip Perkin master, when coming into the Pier, let go his anchor to swing into the outer tier of vessels. The anchor came home, and the vessel was driven on shore under the church-yard.

This day was appointed for a general thanksgiving throughout the kingdom for the success of our arms in the Crimea, and was kept in all its ordinances equal to the Sabbath Day.

March 23.—This day was laid the foundation-stone of the wall of the new burial-ground.

April 13.—Two boats landed 2,000 and 1,300 mackerel; sold at 2d. each.

April 19.—Mr. Samuel Hocking, Mayor, died at 4 a.m.

April 26.—Samuel Hocking, Esq., Mayor and magistrate, interred at 11 a.m. in the church vault.

May 16.—Boats, from 300 to 2,000 mackerel; sold to Plymouth skiffs at 20s. per hundred.

July 9.—At a general meeting of sean-owners held in the Town Hall, it was resolved to pay 20s. for each sean registered if one-quarter part are put to sea; 10s. per sean if one-half; and 5s. per sean if the whole.

August 12.—Arrived the *Chimera*, bound for Malta.

August 14.—Drift-boats, 3,000 to 7,000 fine pilchards; sold at 3s. per hundred.

August 17.—Sailed the *Chimera*, Short, for Malta.

August 18.—A derelict barque towed into the Roads by H.M. brig *Nautilus*.

August 28.—The derelict vessel towed into Hayle by the *Express* steamer.

August 31.—On the 21st one-half of the seans were put in pay. Total seans this year 251—viz:

| | | | |
|----------------------------------|-----|-----|-----|
| Wearnes and Cornwall Company | ... | ... | 100 |
| Bolitho, Hichens, and Bazeley... | ... | ... | 88 |
| Tremearne and Union Company | ... | ... | 63 |

Only one-quarter part put to sea this year. This day Bolitho's shot at Porthminster and missed, Tremearne's shot at Carrack Gladden and took eighteen gurries pilchards.

The wreck of the *Swift* was raised with the help of two vessels, and warped a short distance towards the Pier. This was done by the sean-owners, who purchased the wreck for £50. On a second attempt the *Swift*, after being under water for eight months, was brought into the Pier.

September 27.—First attempt to launch the new schooner *Jonadab*.

September 28.—The *Jonadab* went off in fine style.

October 6.—*Jonadab* schooner sailed for Swansea.

October 11.—Two seans shot at Porthminster ; very small catches.

October 30.—A fresh gale, N.N.E. The schooner *Kate*, of St. Ives, went on shore on Carrack Gladden Beach. Crew saved.

November 8.—Drift-boats, good catches of herrings.

December 28.—Came into port the *Wilberforce* from Spain, bound to London and Newcastle.

December 31.—Only 412 hogsheads pilchards taken and exported from St. Ives this season.

January 30, 1856.—Miss Frances Edwards died aged eighty-seven.

March 11.—The ship *Desdemona*, of New Orleans, Captain Farnham, from Havre, bound to Cardiff, ran on the Stones and remained forty-five minutes ; a Mousehole pilot on board.

March 20.—Sailed the American ship *Desdemona*, Captain Farnham, for Cardiff, assisted by a tug steamer which came here for that purpose. This vessel carries 1,200 tons, and there being no place here to examine and repair damage, she has to proceed to Cardiff. It's nothing short of a miracle that she came off the Stones.

March 22.—The French brigantine *Ernest* struck on the Stones, this being the fourth vessel within six weeks to strike on these dangerous rocks. It was on the Stones that the ill-fated steamer *Nile* was lost with all her crew and passengers.

April 16.—Wind N.E., a fresh gale. Several vessels got much damaged running into this “port of destruction.” No other appellation is deserving.

April 24.—Arrived the *Chimera*, bound to Havre.

May 1.—Drift-boats, 100 to 3,000 mackerel; sold at 21s. per hundred.

May 28.—This day is appointed for a day of general rejoicing on account of the peace between the allied armies and Russia. Nothing was done in St. Ives either by display of colours, music, or illuminations; while our neighbouring towns have been actively engaged in expressing their joy upon an extensive scale, to the lasting disgrace of our town.

June 29.—Sailed the *Chimera* for Malta.

July 18.—Two boats on the drift took 5,000 and 6,000 fine pilchards.

July 25.—The virgins, ten in number, danced around the monument erected by John Knill.

August 6.—A general meeting of the Gas Company; dividend 5s. per share.

August 11.—A general meeting of the Gas Company held in the Town Hall to take into consideration the lighting of the town again with gas. Agreed to light for 60s. per lamp, or 56s., provided the balance of the last rate be collected and paid over to the Gas Company.

August 20.—Drift-boats, from 400 to 10,000 fine pilchards, with some small mackerel and herrings.

September 5.—A Trinity steamer arrived and continued the survey of the Stones, with a view to placing a light on this dangerous reef.

September 29.—Much wreckage landed and handed over to the Customs, supposed from a French vessel lost on the Stones.

Towed into port the schooner *Friendship*, of Plymouth, Hitchens master, from Par, bound to Liverpool with china clay, with foretop-mast and mainmast carried away.

October 1.—David Stevens, son of John Stevens, found drowned.

October 13.—Picked up at sea a man floating on the water, supposed one of the crew of the French vessel noticed on the 29th ult.

October 20.—A large shoal of fish passed through the stems.

November 8.—Tremearne and Co. shot a sean at the Leigh, the first shot for the season. Proved to be about two gurries of gurnards.

December 31.—Only 202 hogsheads pilchards taken this year by the drift-boats. No sean fish.

January 1, 1857.—A great quantity of sprat taken; sold at 12s. 6d. per gurry.

January 10.—A strong gale from the westward. The schooner *Ann*, of Plymouth, brought into the Roadstead by the pilots, with loss of main boom, gaff, mainsail, boat, companion, and both pumps choked.

January 17.—Picked up and brought on shore the bowsprit of a vessel, supposed lost on the Stones.

January 23.—Sailed the *Ann*, of Plymouth, for Hayle, with her perishing cargo of grain.

February 3.—At 7 p.m. there was a general meeting of ship-owners, ship-masters, and others interested, held in the Town Hall to memorialize the Board of Trade as to the most suitable site for the erection of a lighthouse to guard the mariner from that most dangerous reef of rocks called the Stones at the entrance of St. Ives Bay.

February 14.—Sailed the *Blanch* for Cardiff.

February 18.—During the week the following have been interred:

| | | | | |
|--------------------|-----|-----|-------------|---------------|
| Betsey Yeo | ... | ... | ... | aged 83 years |
| Henry Rowe | ... | ... | ... | " 66 " |
| William Champion | ... | ... | ... | " 76 " |
| John Lander Ninnis | ... | ... | ... | " 72 " |
| | | | United ages | ... 297 |

March 1.—This day there was interred in the new burial-ground Mr. Matthew Thomas, aged eighty-two years, he being the first person to be buried therein, and in the Dissenters' portion, the service being read by Mr. Wheeler, the teetotal minister.

March 3.—At 4 p.m. there was buried in the Church portion of the new ground Mrs. Joan Quick, aged ninety-two, widow of the late Mr. Thomas Quick. She was the oldest woman in this neighbourhood.

March 19.—Henry Paull, Esq., canvassed the town; a dissolution of Parliament expected to take place on the 25th inst.

March 20.—Mr. Coulson, from London, addressed the electors, but refused to canvass. On Thursday a Mr. Robert Charles, from London, addressed the electors in the Town Hall.

March 21.—Mr. Charles has given up the contest and quitted the town.

March 24.—News arrived last evening that the brigantine *Brothers*, Robert Welch master, had been abandoned at sea in a sinking state. Crew picked up by a Dutchman and landed at Falmouth.

March 27.—At 11 a.m. Mr. Henry Paull, who contested the last election on July 9, 1852, against Mr. Laffan, was duly elected, there being no opposition.

March 28.—On Tuesday night the schooner *Sarah*, of St. Ives, George Gyles master, was lost on Hartland Point. Crew saved in the boat, reaching Clovelly.

March 31.—A general meeting of the Cornwall Fishing Company was held at Penzance.

April 8.—Wesleyan Missionary Meeting, total collections £65 4s. 8d.

April 21.—Drift-boats, from 900 to 1,600 mackerel sold at 27s. to 29s. 6d. per hundred. The greater part of the boats sold at sea to the Bristol skiffs.

May 11.—At a vestry meeting held in the Town Hall, the result of the polling was against any Church rate being made.

May 13.—The Church portion of the new burial-ground was consecrated this day by the Bishop of Exeter. The Dissenters refused to have their portion consecrated, not agreeing with this rite.

May 29.—Wind S.S.E., a strong gale. This evening there is the largest number of vessels anchored in the bay that I ever recollect at one time.

May 30.—Still blowing a gale, S.S.E., with rain; vessels still coming into the bay for shelter.

June 23.—On Tuesday night the steamer *Naas* from Bristol and Cardiff for Rotterdam, with a general cargo, ran on shore in Pendean Cove. Crew and passengers safely landed; vessel a total wreck.

July 7.—At 2.30 p.m. the Imperial French screw steamer *La Reine Hortense* came to an anchor in the Roadstead to take on board Prince Napoleon, son of Jerome, who, with several gentlemen of distinction, had previously landed at Falmouth; and after examining several of the mines between Falmouth and St. Ives, arrived here with Alfred Fox, Esq., to re-embark. When the Prince arrived on the Quay and found that no boat had been sent for him, he immediately hired an old fishing-gig and went on board the steamer. As he left the Quay he received three hearty cheers from

the assembled crowd, which he acknowledged by raising his hat. At 7 p.m. the steamer proceeded for Dublin.

July 10.—Several casks of palm oil picked up at sea and landed by the boats, supposed part of the cargo of the steamer *Naas*, wrecked at Pendean.

August 18.—The *Hero*, of Falmouth, from Plymouth for Hayle, with a cargo of limestone, went on shore in a fog near the Brissons last evening.

August 22.—One boat on the drift for pilchards took 9,000; sold at 1s. 6d. per hundred.

August 24.—Sailed the *Blanche* for Neath, and the *Antigua Planter* for Swansea.

August 25.—Boats on the drift, from 10,000 fine pilchards, which found a ready sale at 1s. 6d. per hundred.

August 31.—Several fine shoals of pilchards made their appearance in the bay. Three seans shot—Bolitho's took about 60 hogsheads, which sold for 18s. per gurry; Cornwall and Wearne's Company took about 60 hogsheads; and Tremearne 100 hogsheads.

September 1.—Three seans shot at Carn Crowse, one at Pednolver, and one at the Leigh.

September 2.—Cornwall Company took up 20 boat-loads, or 600 hogsheads.

September 3.—Cornwall Company took up 600 hogsheads more. Two seans shot and missed the fish.

September 4.—Tremearne shot a sean at the Poll, Bolitho's one at Porthminster and one at Carrack Gladden, Cornwall Company one at Carrack Gladden.

From the seans in water about 300 hogsheads have been taken up to-day.

September 5.—This evening three seans shot at Carrack Gladden.

Perkin's son, aged seven, drowned near the Quay.

September 7.—One sean shot at Porthminster.

September 8.—All the seans taken up; total quantity, 4,300 hogsheads.

October 6.—Bolitho's shot at Porthminster, and Tre-mearne's at Carrack Gladden; quantity estimated at 3,000 hogsheads. Owing to bad nets the greater part of the fish escaped during the night.

October 10.—Cornwall Company shot a sean at Porthminster, and Bolitho's took a large shoal at Pednolver. Drift-boats, from 200 to 1,000 mackerel.

October 18.—About 3 a.m. the Captain and crew of the *John Bennetts*, three-mast schooner, left their vessel near the Stones, said to be in a sinking state. After daylight a Hayle pilot boarded the vessel, and, with the assistance of a St. Ives' gig and crew, took the vessel into Hayle.

October 19.—The schooner *Britannia*, Thomas Leddra master, sailed from Neath on the 4th inst., and has not since been heard of; supposed foundered in the late gales, with her Captain and crew—viz., Thomas Berriman, John Williams, Thomas Stevens, and a boy belonging to Penzance, with Thomas Leddra master.

This morning there came on shore on Porthminster Beach the catwater and part of the figure-head belonging to the brigantine *Mary Welch*, Welch master, supposed to have been lost on the Stones last night with all her crew. Wind N.N.E., a strong gale.

October 20.—The wreck of the *Mary Welch* found in several parts of the coast.

Sailed the schooner *Fearnought*, James master, for Genoa, with 520 hogsheads pilchards.

October 21.—Sailed the *Chimæra*, Charles Short, with 600 hogsheads for Naples; and the *Marcellas* with 600 hogsheads for Leghorn.

November 22.—The *Morton* was stranded at Portreath and became a total wreck.

December 5.—Sailed the *Mystery*, Thomas T. Short, with 600 hogsheads pilchards.

December 31.—Total quantity of pilchards exported from St. Ives to the Mediterranean this season, 7,665 hogsheads. Fourteen vessels loaded here. Principal catches in September and October. Price 40s. to 46s. 6d. per hogshead.

January 11, 1858.—News arrived of the loss of the *Albert*, John Richards master, in Carnarvon Bay. Crew saved.

Sailed the *Francis Yates*.

January 27.—Went to Penzance to attend the Annual Meeting of the Cornwall Fishing Company. A dividend of £3 per share was declared.

February 6.—Came to anchor in the Bay the steamer *St. George*, of Newcastle, from the coast of Africa and Fayal, with a cargo of oil and fruit, and having a shipwrecked crew on board from Fayal. At 8 a.m. yesterday her boiler burst, killing the master and wounding the engineer so severely that he died soon after her arrival; also a stoker badly scalded.

February 7.—A small vessel supposed lost on the Stones, there being a quantity of floating wreckage coming ashore. A schooner reported lost in Bassett's Bay.

February 10.—The engineer of the *St. George* buried in the new cemetery.

The brigantine *Alexanders*, Captain Henry Care, sailed from Llanelly, and has not since been heard of.

February 11.—A steamer arrived to tow the *St. George* to London.

March 1.—James Thorrington, master of the *Ono*, who was drowned in Falmouth harbour on Thursday last, was buried to-day.

March 3.—The schooner *Mount's Bay* sailed from Portreath on the 25th ult.; has put back here from Murt Bay, with loss of two anchors and cables.

March 17.—Three boats out of six that shot for mackerel last night landed 1,000 fish; sold at 40s. per hundred.

March 20.—The light-vessel was towed into the Roadstead by a Trinity steamer, and from thence to her anchorage in the Sound of Godrevy.

April 2.—Wind S.E., a stiff gale with rain; a large number of vessels came into port, and others brought up in the Bay.

April 16.—On Wednesday night, 14th inst., the boat *Edwin* was run down by the *Jennet*, of Teignmouth. Crew got on board the vessel, and were landed at Ilfracombe next day. The men have lost boat, nets, clothes, and all the prospects of their long-waited-for season.

April 21.—The boat *Edwin* was found floating on the water and towed to Padstow, with but little damage.

April 30.—The barque *Yorkshire*, of Stockton, Reid master, came into the Roadstead after collision near the Land's End with the schooner *Ruby*, of Plymouth. The latter foundered. Crew, five in number, got on board the *Yorkshire* and were landed here. The barque has bowsprit, jib-boom, and part of her cut-water carried away, and makes a great deal of water. This evening the Captain decided to run to Hayle, but the pilots objected to this course, owing to the ship's draught of water. The Captain, however, per-

sisted, and the vessel took the ground on the Bar, and is likely to become a total wreck.

May 8.—Drift-boats, from 300 to 1,300 mackerel, sold at 10s. per hundred.

May 13.—Boats, from 4,000 down; sold at 12s. per hundred.

May 22.—Mount's Bay boats landed fish here. A great quantity of dog-fish in the mackerel-grounds.

May 29.—Captain Edward Clark died to-day.

June 17.—Arrived the Admiralty yacht with the Special Commission to examine the Bay for the proposed Harbour of Refuge.

July 17.—One drift-boat, 4,000 pilchards.

July 29.—A large iron buoy was placed on the Outer Stones as a leading mark for these dangerous rocks.

August 10.—Boats, from 5,000 to 12,000 pilchards; sold at 2s. per hundred.

August 16.—Seaners went into pay this day.

September 4.—A great quantity of fish seen from the hills, too deep for the seans.

September 9.—Bolitho's shot two seans, took thirty gurries pilchards out of both; Wearnes shot and secured about 320 hogsheads; drift-boats, from 4,000 to 20,000; sold at 1s. 4d. per hundred.

September 12.—At 8 p.m. fine and clear. The comet that first appeared on the 9th inst. made a splendid appearance.

September 13.—The Trinity yacht arrived early this morning, supplied the lightship, and proceeded.

September 21.—Boats on the drift, from 20,000 to 30,000 pilchards; sold at 1s. 6d. per hundred. The sean shot last evening taken up; it's said they shot on seaweed and dirty water.

September 25.—Arrived the *Banshee* steamer, with

the Royal Commissioners on Harbours of Refuge, Captain Veitch, R.E., W. S. Lindsey, M.P., Captain Washington, R.N., Captain Sullivan, R.N., Rear-Admiral Sir F. Smith, M.P., Admiral Hope, and Mr. John Coode, C.E.

September 27.—The Royal Commissioners sat in the Town Hall, when several of the townspeople were examined. The Commissioners afterwards left in the *Banshee* for Padstow. The meeting was very satisfactory, and the Commissioners considered the former reports on St. Ives' Bay to be fully confirmed, and that this is the most suitable place for a Harbour of Refuge for the North Coast of Cornwall.

October 3.—The comet continues to have a most brilliant appearance. I think it is larger than the comet of 1811.*

October 7.—Two seans shot at Porthminster; Tre-mearne's took up 160 gurries, and Bolitho's 130 gurries.

October 9.—Nine seans shot at different stems; several shoals lost by bad management.

October 15.—The Trinity steamer arrived and landed several large buoys.

October 19.—A dandy lost under Zennor Cliffs. She proved to be the *Wheatsheaf*, of London, with coals from Wales for London. The Captain, two sailors, and the Captain's wife and child, landed from their boat in Penrice Cove.

October 22.—Five seans shot, three at Porthminster and two at Carrack Gladden.

November 2.—Arrived the *Mystery* and the *Glynn*, belonging to Captain Hain, both from Liverpool with salt, to load fish for the Mediterranean.

* Mr. Short saw the comet of 1811 from the windows of the prison at Givet.

November 3.—St. John's Church, Hellesvere, opened for Divine Service at 11 a.m.

November 9.—Mr. John Tremearne elected Mayor.

November 14.—Wind E. by S. All the ships that were anchored in the Bay have proceeded to the westward.

November 20.—Sailed the schooner *Mystery*, T. T. Short master, for Malta, with 582 hogsheads pilchards.

November 23.—Sailed the *Lizzie Morton*, with 500 hogsheads pilchards for the Mediterranean.

December 6.—Sailed the *Glynn*, Edward Hain master, with 600 hogsheads pilchards for the Mediterranean; also the *Maria*, with 465 hogsheads; and the *Topsy*, with 620 hogsheads.

December 7.—Sailed the *Hope*, with 391 hogsheads.

December 14.—Sailed the *Morton*, with 640 hogsheads.

December 16.—The *Lander* gig capsized on Hayle Bar, crew having a very narrow escape, but were all picked up by the gig *Matchless* and her crew.

December 31.—Sailed the *Palas* and *Chimæra*, with pilchards for the Mediterranean.

Total quantity of pilchards exported this season, 13,329 hogsheads; price to curers averaged not less than 45s. per hogshead. Twenty-five vessels loaded here for various Mediterranean ports.

January 29, 1859.—It being disputed by a great number of the inhabitants concerning the date of Feast Sunday, I say that I always understood St. Ives' Feast to be the nearest Sunday to February 2, that is, to Candlemas Day, and that of Lelant the nearest Sunday to February 3, and I believe I have so seen it in ancient records.

January 31.—The teetotalers are going to keep this day as Feast Monday, and the Wesleyans are going

to keep next Monday as the Feast, so how this controversy is to be settled I don't know, neither do I care; but still, I believe St. Ives' Feast to be the nearest Sunday to Candlemas Day.

February 2.—Wind N.W. a strong gale. A large ship, under press of lower canvas, seen going to the westward firing signal guns.

A very strong debate at the Teetotal Chapel with the Rev. Mr. Cleyo.

March 1.—The light on Godrevy Island exhibited to-night for the first time. The first paragraph put into the *Shipping Gazette* after the *Nile* steamer was lost on the Stones with all her crew and passengers, setting forth the great necessity there was for a light to be fixed on some convenient spot for the guidance of mariners passing this dangerous reef of rocks, was sent by Richard Short, master of the schooner *Blanch*.

March 10.—Went to Penzance to attend the meeting of the Cornwall Fishing Concern; shared £6 per share.

March 11.—News arrived that the Royal Commissioners had recommended Government to grant the sum of £400,000 for the construction of a Harbour of Refuge at this port.

March 12.—Sailed the schooner *Mystery* for Dublin.

March 14.—The Trinity steamer towed the lightship, which has been doing duty during the erection of the lighthouse on Godrevy, from the Roadstead this morning, but returned this evening, owing to a strong N.W. gale at the Land's End.

March 23.—The mackerel-boats went to sea for the first time.

March 24.—Boats, from 300 to 1,000 mackerel; sold at 16s. per hundred.

April 3.—Wesleyan Missionary Anniversary Sermons preached by the Rev. Marmaduke Osborn.

April 6.—Boats, from 200 to 1,800 mackerel; sold at 22s. per hundred.

April 18.—Henry Paull, Esq., canvassed the town as a candidate for Parliament, the General Election being expected to take place soon.

April 25.—Mr. Paull and Mr. C. F. Geseler actively canvassing town and country.

April 26.—The writ arrived to-night. The dissolution of Parliament took place on Saturday; nomination fixed for next Friday; polling on Saturday.

April 27.—A heavy gale, E.S.E. Two Norwegian brigs drifted from their moorings in the Bay. The *Constance Margareth* came on the back of the Quay, but was by the force of the sea beaten into the Pier. The *Juno* came on shore in Wheal Dream, and is a total loss. Both ships were timber-laden for Hayle.

April 30.—The polling took place in the Town Hall.

| | | | | |
|-------------------|-----|-----|-----|-----------|
| Henry Paull, Esq. | ... | ... | ... | 257 |
| Mr. Geseler | ... | ... | ... | 130 |
| Majority | ... | | | <hr/> 127 |

Mr. Lennard made his speech after the election, which was very mean. He is a youth more fit for a debating club than for Parliament.

May 28.—Drift-boats, fair catches of mackerel during the month. To-day about 40,000 landed, price 12s. to 15s. per hundred.

July 12.—The first boat that tried for pilchards caught 1,200; sold at 2s. 10d. per hundred.

August 5.—Joshua Smith, when bathing at Porthmeor, was taken off his legs by the ground sea and drowned.

August 11.—Boats, from 3,000 to 10,000 pilchards.

August 20.—Ten seans shot to-day at the various stems.

August 29.—Wearne and Co. shot a sean at Carrack Gladden, but missed.

September 10.—The first pilchards sold at 52s. 6d. per hogshead.

September 24.—The polling, for or against lighting the town with gas ended to-day, and there was a majority in favour of lighting; but it appears that the ten days' legal notice of the commencement of the poll was not given, so that it must be done all over again. But I should say, "Give yourselves no further trouble about polling, for the Gas Company will say, 'We will not light the town with gas for this year'; so what is the use of your contending."

October 5.—Sailed the schooner *Mystery*, Thomas T. Short master, with 500 hogsheads pilchards for Civita Vecchia.

October 11.—Captain William Couch died, aged eighty.

October 14.—Meeting of the Gas Company to pay a dividend of 6s. per share.

GREAT GALE AND LOSS OF LIFE

October 31.—On Tuesday, the 25th inst., we were visited by one of the hardest gales of wind and the heaviest sea felt here since the great October gale of 1823.

At daylight on the Tuesday in question the weather was fine, and the wind light from the southward.

At eight o'clock it was S.S.E., fresh. At noon it was blowing a gale with rain at E., and at four o'clock N.N.E., a complete storm, which at 8 p.m. shifted to N.N.W., and increased to a hurricane.

It was known that several vessels belonging to St. Ives and Hayle were at Cardiff ready for sea, and great fears were entertained for their safety.

At daylight on Wednesday a wreck was observed on Hayle Bar; this was the barque *Severn*, of about 500 tons, of Sunderland, from Cardiff for France with coals. Ten of the crew were drowned; one man was saved. The sloop, *Martha Jane*, of and for Plymouth, from Llanelly with coals, went on shore on Pednolver Point, near the Pier, and in the afternoon tide went to pieces. The crew were saved.

Several vessels came into the Bay with loss of sails, spars, etc.

About 4 p.m. it was known that the schooner *Sir Robert Peel*, of this port, Captain John Richards, was on shore about two miles westward of Portreath. The crew, five in number, were unfortunately drowned.

The *Sultana Selina*, also of this port, was lost with all her crew, seven in number, on the Dunbar at Padstow.

The *John Wesley*, Captain Bryant, has not been heard of; it is feared she has foundered with her crew. The *Pearl*, of Hayle, wrecked at St. Agnes. Crew saved. The *Thistle*, of Hayle, wrecked in Morte Bay. Crew saved.

Of the six vessels which left Cardiff on the Tuesday morning, bound and belonging to this port, only the *Liberty*, Captain Andrews, reached here; the other five are lost. The bodies of Captain Richards, of his son, of the mate, and one seaman of the *Sir Robert Peel* have been found; the three former were interred here on Sunday.

Our town is filled with lamentation and woe, and the interment on Sunday was a distressing and mournful sight.

Out of the eleven Cornishmen on board the *Royal Charter*, wrecked on the coast of Anglesea, with a loss of 454 lives, two belonged to this town. Samuel Grenfell is saved, Thomas Wallis is drowned, leaving a wife and four children.

John Taylor, who escaped from the wreck of the *Severn* by clinging to a plank, is a native of Appledore. It is reported that the new Godrevy light was mistaken for the Longships. It is feared that two vessels have struck on the Stones. All hands perished.

November 2.—Early on the morning of the 1st inst. we were visited by a terrific gale from N.N.W., with thunder and lightning, and a tremendous sea and surf in the Pier.

Several vessels broke adrift and hove against the wharf, where they are now beached. The only damage was to the *Johnson*, of Exeter, topmast carried away; and the *Sylph*, of St. Ives, bulwarks stove.

December 13.—When excavating the earth in the garrison on the island for a new magazine three human skeletons were discovered. There is no record of anyone being buried on this spot.

December 17.—A very heavy fall of snow, such as has not been witnessed for many years past.

December 19.—The fall of snow continues.

December 31.—Only 609 hogsheads pilchards exported from St. Ives this season; the total for the whole of the county being but 3,289 hogsheads; price 52s. 6d. to 73s. 6d. per hogshead.

January 13, 1860.—At 10.45 p.m. there was felt a slight shock of earthquake, which continued about fifteen seconds. Some houses felt the shock more than others. It appeared to come from the S.W. quarter, taking an opposite direction. Ships at anchor in the

Roadstead felt its effect, and one vessel off St. Agnes also felt the shock.

February 6.—Captain John Hodge, sen., died when in the act of prayer in the Wesleyan Chapel, aged sixty-one years.

February 23.—Mrs. Jane Thomas, mother of Captain Hannibal Thomas, died to-day, aged eighty-five years.

February 29.—Interred during this week: Mrs. Jane Thomas, aged eighty-five; Mrs. Jane Resuggan, eighty-five; Mr. William Berriman, eighty; and Mrs. Mary Smith, sixty-three.

March 2.—Mrs. Mary Morton buried to-day, aged seventy-seven.

March 14.—A strong gale, N.N.W. The *Blanch* drove on shore in Porthminster.

March 27.—One mackerel-boat, 600 fish; sold at 30s. per hundred.

April 2.—General meeting of the Gas Company; paid dividend 4s. per share.

April 20.—The schooner *Mystery*, of St. Ives, belonging to Captain Edward Hain, Samuel Wallis master, from Swansea for Smyrna, missed stays and went on shore in Porthgidden Cove and became a total wreck.

April 23.—The smack *Alexander*, of Dublin, from Penzance in ballast for Dublin, run on shore and became a total wreck. Crew saved.

April 29.—An East-country fishing-boat came into the Roadstead with about 1,000 mackerel, caught on Saturday night, which were purchased by two strange buyers. A gig's crew of St. Ives' fishermen refused to allow the fish to be landed, and after some altercation threw the fish into the sea, which outrageous action

will doubtless give employment to the gentlemen of the long robe.

June 24.—I do not remember such a boisterous, rainy, cold, and gloomy summer as the present. I cannot say that we have had one cloudless day since the commencement of the year.

July 3.—Several boats sailed for Ireland for the herring fishery.

July 10.—A general meeting of the inhabitants held in the Town Hall to take into consideration the formation of a Volunteer Corps for this Borough.

July 11.—One boat, 2,000 pilchards and 1,500 herring; the latter sold for 7s. per hundred.

August 6.—Seaners put in pay.

August 7.—The Volunteer Corps meet at Trevethoe Park.

August 30.—The three guns placed in position in the battery on the Island.

September 6.—Several shoals of fish seen in the Bay.

September 12.—The St. Ives Artillery Volunteer Corps sworn in this day, and were visited by the Corps from Hayle and Redruth.

September 18.—Three seans shot to-day, but all missed.

October 1.—A general meeting of the Gas Company.

October 15.—Several seans shot to-day and caught fish. One boat, 15,000 drift pilchards, and another 1,000 mackerel. The seans were moored so far in that a great quantity of fish died on the low water.

October 18.—The quantity of pilchards taken out of the seans shot on Monday amounts to 2,500 hogsheads. Mackerel-boats, from 2,000 down; price 30s. per hundred.

October 23.—News arrived of the loss of the *Francis*

Yates, James Sincock master, on her voyage from Archangel to Bristol. All the crew drowned.

October 24.—Sailed the *Blanch* for Neath.

October 25.—Pilchards sold at from 6s. to 65s. per hogshead.

November 16.—Boats, from 2,000 herrings, sold at 5s. per hundred.

November 27.—Sailed the *Bohemian Girl*.

December 15.—John H. Bryant drowned at Portreath, son of Captain Henry Bryant.

December 31.—Total quantity of pilchards exported to the Mediterranean this season 2,550 hogsheads. The only enclosure was made in October. Five vessels loaded here.

January 17, 1861.—Sailed from the Roadstead the *Island Queen*, Bolitho, for Cardiff.

January 21.—A large number of handspikes picked up by the boats.

February 5.—Yesterday the Volunteer Artillery Corps assembled on parade, and on Sunday went to church for the first time.

February 22.—A large catch of mullet sold at 35s. per gurry.

March 12.—The Census Returns give the population of the parish of St. Ives as 6,935, being an increase of 428 over 1851.* It is estimated that there are at present over 200 St. Ives' men absent at sea. Penzance has increased only twenty in ten years.

During one week in January last the following deaths took place: Mrs. Margaret Paynter, aged eighty; Mrs. Elizabeth Clark, eighty-five; Mrs. Chellew, seventy; Mrs. Mary Sanders, eighty-nine;

* St. Ives census returns: 1801, 2,715; 1811, 3,281; 1821, 3,526; 1831, 4,776; 1851, 6,507; 1861, 6,935.

Mr. Joseph Lander, seventy-eight; Mr. William Cogar, eighty-five. Total, 487, or an average of over 81 years.

March 14.—Mackerel-boats went to sea for the first time for the season.

March 23.—One boat only took 100 mackerel; sold for 50s.

March 28.—Boats, from 1,400 down; sold at from 30s. to 35s. per hundred.

April 24.—All the boats at sea—not less than 115, including Mount's Bay and East Country boats.

Died this day Hugh Edwards, Esq., aged eighty-five.

May 5.—East Country boats brought in about 15,000 mackerel; sold at 21s. per hundred.

June 25.—Boats sailed for the Irish herring fishery.

June 30.—A comet appeared this evening.

July 3.—One boat, 3,000 pilchards.

July 6.—Henry Freeman, seaman on board the brigantine *Eliza* of this port, fell from the foremast head and was killed.

July 25.—Mr. Knill's will was carried out to-day, when the Mayor, Parson, and others of the Corporation, assembled at the Town Hall, and again in the evening at the Hotel, to partake of the dinner provided.

August 5.—Several playing shoals of fish seen, supposed to be pilchards.

August 12.—Seaners put into pay this day.

September 26.—Several seans shot to-day. Bolitho's took 1,500 hogsheads, and Hichens and Co. 1,700 hogsheads.

October 26.—Bolitho's shot a sean at Porthminster.

October 27.—Bolitho's shot and missed. Tremearne's shot and took one boat-load pilchards.

November 3.—Thirteen seans shot this morning about nine o'clock—viz., five at Porthminster, two at Pednolver, three at Carrack Gladden, two at the Poll, and one at the Leigh.

November 30.—A sean shot on six and a half boat-loads of herring; sold at 2s. 6d. per hundred.

December 16.—A ship's water-cask and other wreckage washed on shore at Porthmeor.

December 31.—The total quantity of pilchards exported to the Mediterranean from St. Ives this season is 9,384 hogsheads; average price 70s. per hogshead, making a total of £32,844 from the sean and drift pilchard fisheries. Principal catches in September and November. Eighteen vessels loaded here for various Mediterranean ports. The total quantity exported from St. Ives for the past ten years has been 48,281 hogsheads.

January 6, 1862.—Sailed the *Bohemian Girl* for the Mediterranean with pilchards.

February 21.—There are now laying in the Roadstead six steamers, all wind-bound, a sight never before witnessed here.

March 19.—Boats, small catches of mackerel; sold at 42s. per hundred.

March 27.—Mackerel sold to-day at 46s. and 47s. per hundred.

April 16.—Fifteen boats landed about 5,000 mackerel; sold at 47s. per hundred.

April 24.—The few boats that were out landed only 600 mackerel, sold at 70s. per hundred.

April 28.—East Country boats landed Saturday night's fish; price 23s. per hundred.

May 3.—A strong gale, S.E. by E. The smack *Sally* wrecked at Porthgwidden.

May 5.—Died yesterday Mr. Thomas Williams, parish clerk, aged seventy-five.*

May 13.—Some wreckage picked up belonging to a large vessel called the *City of Melbourne*. Boats landed 60,000 mackerel; sold at from 23s. to 25s. per hundred.

June 17.—Boats, small catches; price 26s. per hundred. Several boats have left for the Irish herring fishery.

July 19.—One drift-boat landed 2,000 pilchards.

August 8.—Several boats arrived from Ireland.

August 15.—The *Ono* came back into port, one of her crew, Francis Penberthy, being seriously injured by falling from aloft.

August 19.—Volunteer sports on the island.

September 1.—Commenced to open the streets to lay new gas-pipes.

September 10.—Several shoals of pilchards seen in the stems.

September 18.—Three seans shot—Bolitho's at the Poll, Hichens and Co. and Tremeane's at Pednolver.

September 19.—Boats on the drift, from 1,000 pilchards.

October 1.—Two seans shot at Carrack Gladden, each enclosing large shoals.

October 8.—Cornwall Company caught about 800 hogsheads at Carrack Gladden.

October 15.—Several boys were brought to the Town Hall for stealing pilchards.

December 31.—Total quantity of pilchards exported to the Mediterranean this season, 8,324 hogsheads; price, 50s. to 63s. per hogshead. Fifteen vessels loaded here.

* Mr. Short's cousin and fellow prisoner of war in France, 1804-1814.

February 7, 1863.—The *Williams* came into collision with the *Mystery*, Captain T. B. Thomas, and foundered.

MARRIAGE OF THE PRINCE OF WALES

March 2, 1863.—A meeting of the inhabitants held in the Town Hall to take steps for celebrating the marriage of the Prince of Wales.

March 10.—H.R.H. The Prince of Wales married this day to the Princess Alexandra of Denmark. The day has been observed as a general holiday with great rejoicing. Bands of music paraded the town, which is gaily decorated, and at night a general illumination took place. The old men of the town, sixty years of age and upwards, were provided with a good dinner, and the old women with tea and cake, out of the funds contributed for the occasion. Our Member of Parliament, Henry Paull, Esq., gave £20; H. L. Stevens, Esq., of Tregenna, £10; and the rest by the inhabitants of the town.

March 18.—The brigantine *Freeman*, of St. Ives, Captain William Veal, jun., lost at sea with all hands.

April 1.—Boats, from 1,000 mackerel down; sold at 37s. per hundred.

April 10.—Small catches large mackerel; sold at 40s. per hundred.

May 22.—One boat only at sea took 100 mackerel; sold at 42s.

May 27.—Some very fine pilchards landed, a remarkable occurrence at this time of the year; sold at ½d. each.

May 30.—There were taken by the blind haul nets last night near 500 small plaice, flukes, soles, tomlins, turbot, etc.; the whole sold by auction for 4s. 2d. If you murder the fry, you cannot expect to catch the

full-grown fish. Fishermen, take note of this act of destruction!

June 6.—Sailed the *Bohemian Girl*.

June 12.—A strong gale; N. by E. The schooner *Emma* parted her chain and drove on shore near Pednolver Point, and the *Azores Packet* stranded on the Ridge; crew taken off by the lifeboat. The *Superior* grounded between the Pier Head and Pednolver, with loss of fore-topmast.

June 13.—The *Emma* was brought into the Pier with the assistance of the Club warp.

June 17.—The *Azores Packet* brought into the Pier. She was purchased for £45.

July 2.—A meeting of the Gas Company held in the Town Hall to consider tenders for the purchase of the Gasworks.

July 29.—We have had very hot, seasonable weather of late, which, if continued, will insure a good and early harvest. Everything indicates a good supply of potatoes, which have been a failure for many years.

August 12.—Very fine weather; the reapers are in full labour, and there is every prospect of an abundant harvest. The potato crop is very prolific; the like has not been witnessed for many years.

August 17.—Seaners went into pay this day.

September 1.—Tremearne's shot a sean at the Poll.

September 17.—Eight seans shot to-day, but five only caught fish.

September 19.—Samuel Major's stable at Ayr burnt down, and four horses burnt to death.

September 27.—On Saturday evening a waggon loaded with battens came by accident against the White Hart Hotel. The waggon separated from the shafts and horses, and, getting stern way, ran over the Wharf,

carrying a boat in which Anthony Woolcock was seated with it, and smashing poor Woolcock to death.

September 30.—The Gasworks sold to Mr. George Bower.

October 7.—Bolitho's shot at Porthminster and caught a fine shoal of fish.

October 8.—Bolitho's tucked twenty boat-load, over 600 hogsheads.

October 17.—Three seans shot: Bolitho's at Porthminster took 1,000 hogsheads, Union Company at Carrack Gladden 350 hogsheads, and Independent Company at the Poll 2,000 hogsheads.

October 19.—Tremearne's shot on dirty water.

October 23.—A great quantity of pilchards brought down from Newquay, caught in the seans at that place this day week.

November 2.—Wind N., a strong gale. The seaners were obliged to abandon two sean-boats, leaving them at anchor in the Poll, while one sean-boat and a tow-boat were beached at Carrack Gladden.

November 10.—The schooner *Queen of the Sea* came into port with bowsprit carried away, having been in collision near the Land's End with the smack *Eclipse*. One man of the smack's company on board the schooner. Hopes are entertained that the smack has gone for Padstow.

November 11.—A tremendous gale from N.W. Much damage done to houses, and considerable danger in passing through the streets from falling slates and chimneys. A steamer and the brig *Benjamin*, of Bristol, with topsail carried away, anchored in the Roads and are riding out the gale. The brig *London*, of Plymouth, wrecked near Zennor; several men drowned; a French

vessel at Gurnard's Head, only one man saved; and a Norwegian brig wrecked to the eastward of Hayle Bar.

December 2.—A schooner was driven on shore near Hocking's Cove; three men saved. The Captain and two men were washed overboard previous to the ship's running on shore.

December 4.—A French vessel from Swansea, laden with coals from Swansea for France, ran on shore on the Western Spits. Crew saved.

December 31.—7,030 hogsheads pilchards exported this season; principal catches in September and October; price 40s. to 55s. per hogshead.

February 11, 1864.—Cornwall Fishing Company's meeting at Penzance.

March 1.—Boats shot for mackerel for first time, very small catches; price 47s. per hundred.

April 4.—Mr. William Bazely died to-day, deeply lamented.

April 14.—Mr. William Hichens died to-day after a short illness.

May 8.—The drift-boats have been landing large catches of mackerel. One boat to-day brought to land 10,000; price offered 5s. per hundred, which was refused, and the boat proceeded to Swansea.

May 12.—One boat landed 1,500 pilchards; sold at 1s. 6d. per hundred.

May 13.—This day all the voters left by hired conveyance for Penzance to vote for a new Coroner in the place of the late Mr. William Hichens.

June 29.—A great many boats sailed for Ireland.

August 8.—A meeting of the Quay Trustees to arrange about the great demonstration which is to take place on the 30th inst., on the occasion of the laying of the foundation-stone of the new pier.

August 17.—A shoal of pilchards passed out this morning. Yesterday one sean was shot at Perran and another at Gurnard's Head.

August 30.—This day was laid the foundation-stone of the new pier. At 8 a.m. the town was decorated with evergreen arches and flags. After the ceremony of laying the stone was completed, the regatta took place, with spirited races between six-oared gigs, sean-boats, tow-boats, etc. Never was there such a concourse of people assembled in the town as on this occasion. At 5 p.m. a dinner took place on the Malakoff, attended by a large number of the principal inhabitants, when many speeches were delivered. At evening there were some good bonfires and illuminations.*

September 9.—Three seans shot to-day; took small quantities of pilchards.

September 12.—Three seans shot to-day; all caught fish.

September 13.—Bolitho's shot at Pednolver and missed. Drift-boats, from 30,000 down; sold at 1s. 9d. per hundred.

September 14.—Independent Company shot at Carrack Gladden. Drift-boats, from 20,000 pilchards; sold at 1s. 9d. per hundred.

September 15.—Two seans shot at Porthminster.

September 17.—Drift-boats, large catches pilchards.

October 19.—Three drift-boats landed each 500 mackerel; sold at 27s. per hundred.

October 24.—Cornwall Company shot at Porthminster, Independent Company, Hichens and Bolitho's, at Pednolver, and Independent Company at the Poll.

* The new pier, thus commenced with great rejoicing, is the wood pier, which is now a wreck, and which soon proved to be an engineering and financial failure.

October 25.—One sean shot at Pednolver, two at Carn Crowse; both missed. Drift-boats, from 20,000 pilchards.

October 26.—Two seans shot to-day.

November 9.—Drift-boats, from 2,000 mackerel down to 500; price 22s. per hundred.

November 23.—Drift-boats, large catches of mackerel; one boat had 10,000; price 10s. per hundred. Large catches of pilchards, herrings, and scads have also been landed.

December 2.—Boats, from 4,500 mackerel down; price 16s. per hundred.

December 6.—Sailed the *Eliza Bain* on her first voyage, with 850 hogsheads pilchards for the Mediterranean.

December 8.—Sailed the schooner *Glynn*, with pilchards for the Mediterranean.

December 9.—Boats, from 9,000 mackerel down; sold at 12s. per hundred.

December 12.—The *Bohemian Girl* floated this afternoon.

December 20.—The drift-boats during the past week have landed large catches mackerel, sold at good prices; to-day from 400 down only, price 34s. per hundred.

December 31.—The total quantity of cured pilchards exported from St. Ives to the Mediterranean this season is 11,726 hogsheads, price 46s. to 57s. per hogshead; average price in St. Ives, about 48s., or a value of, say, £28,000.

The total quantity exported from this port, from 1852 to 1864 inclusive, has been 105,516 hogsheads, and, giving an average price of 40s. per hogshead only, this makes a value in the thirteen years of £211,032, which shows the importance and value of the pilchard fishery to St. Ives.

THE PRISONERS OF WAR

January 8, 1865.—This morning, fifty-one years ago, I, with 150 others, left the depot prison of Givet, in France, where I had been confined as a prisoner of war for nine years and nine months.

January 13.—At five p.m. the cutter *Henrietta*, of St. Ives, left the Pier for Hayle, and grounded on the Bar, capsized, and all on board, five in number, were drowned.

A vessel reported lost on the Brissons with all her crew; cargo, hides and horns. We since hear that the crew were picked off and carried to Bristol.

January 14.—A very heavy gale, W.N.W.; much damage done to houses in the town.

January 27.—The *Emma*, of St. Ives, driven on shore in Porthminster during a heavy N.N.E. gale. Crew saved; ship a total wreck.

January 30.—At high water the sea beat with such fury that the like has not been seen for many years. The cellar doors on the beach are beaten in by the surf, and much damage has been done to vessels and boats in the Pier.

February 10.—Annual Meeting of the Cornwall Fishing Company, dividend of 50s. per share.

March 17.—Drift-boats' first trial for mackerel; one boat, 100 fish, realized 38s.

March 29.—Drift-boats gone round to fish in Mount's Bay; boats there catching great quantities of fish.

March 31.—One boat landed 2,500 mackerel; sold at 12s. per hundred.

May 15.—Went to Redruth.

June 9.—Edward Vivian, Esq., addressed the electors on the Wharf.

June 10.—Mr. Vivian began to canvass the town.

June 11.—A fresh gale, N.N.E. A vessel laden with corn, bound to Hayle, came into the Roadstead, and the Captain (I suppose drunk or mad) refused to take a pilot, and, instead of taking the Bar, ran his ship on shore on the Western Spits.

June 13.—John Baragwanath and B. Gribble, when working on the new pier works, were crushed by a large piece of rock falling upon them. Baragwanath's foot was cut clean from his leg, and Gribble much bruised and cut in several places.

June 15.—The Borough being canvassed for Mr. Paull.

Several boats sailed for Ireland.

June 19.—A great many boats sailed for Ireland.

THE ELECTION

July 11, 1865.—The nomination took place in the Town Hall, when several eloquent speeches were delivered by the candidates and their supporters. A great concourse of people assembled from St. Ives, Lelant, and Towednack.

July 12.—The election commenced at eight a.m. in the Town Hall, and at the close of the poll Mr. Henry Paull was again declared to be our Member.

| | | | | | |
|--------------------|-----|-----|-----|-----|-----|
| Paull | ... | ... | ... | ... | 233 |
| Vivian | ... | ... | ... | ... | 177 |
| <hr/> | | | | | |
| Majority for Paull | | | ... | 56 | |

Mr. Edward Vivian, of Torquay, is a gentleman of great eloquence, and well suited to represent this constituency in Parliament; but he has been defeated by the voters from Lelant and Towednack, brought in by the land and mine agents. All St. Ives and all the

non-voters are for Vivian. Mr. Paull had great difficulty to find a safe retreat from the Town Hall, and was in great fear for himself. It is thought that he will never visit St. Ives again.

July 28.—A large number of boats arrived from Ireland.

August 2.—A great tea-party to the voters' wives and their friends given by Mr. Vivian.

August 3.—Mr. Edward Vivian gave a dinner to all the voters.

August 21.—Seaners put into pay, and all the boats stemmed.

September 25.—We have not had a good shower of rain since August 6.

October 9.—Sailed the *Blanch*.

A man died on board a schooner laying in the Roadstead.

October 13.—Two drift-boats took 700 and 800 mackerel; sold at 27s. per hundred.

October 23.—Three seans shot this evening.

October 25.—Drift-boats, from 30,000 pilchards; sold at 2s. per hundred.

October 28.—A French brig wrecked on Hayle Bar and became a total loss. Two men drowned, the others rescued by the St. Ives' lifeboat, after most gallant exertions. The brig was coal-laden, bound to Dieppe.

October 31.—Drift-boats, from 20,000 pilchards down.

November 7.—Drift-boats, from 900 mackerel down; sold at 26s. to 30s. per hundred.

November 11.—Three seans shot to-day.

November 22.—Wind W., a strong gale. News arrived of the wreck of the *Apollo*, Captain Bryant; and the *Mischief*, Captain Stevens, with other vessels at Plymouth.

November 27.—Towed into the Harbour by three large boats a Danish schooner, dismasted, with loss of boats and decks swept.

November 28.—Five steamers at anchor in the Bay.

November 30.—Sailed the *Blanch* for Llanelly.

December 31.—The total quantity of pilchards exported from St. Ives this season to the Mediterranean is 5,400 hogsheads.

January 2, 1866.—The schooner *Onward* got on shore on Hayle Bar.

January 11.—Wind N.N.E., a tremendous gale. The *Bessie*, of Hayle, Richard Gyles master, was run on shore at 8.30 a.m. on the Western Spits. Crew saved at 5 p.m. by the united exertions of the St. Ives' and Penzance lifeboats. Dreadful destruction of shipping at sea in this gale. The emigrant ship, *London*, foundered in the Bay of Biscay with 270 passengers and crew.

January 17.—Richard Hichens, Esq., died at noon to-day.

January 24.—Three vessels, loaded with pressed pilchards for the Mediterranean, have been laying windbound for one month at this port, owing to the boisterous state of the weather; sailed this morning.

Boats picked up at sea five casks of palm oil.

January 31.—Cornwall Fishing Company's Annual Meeting.

February 3.—A steamer ashore on Hayle Bar.

Sailed the *Union* and *Sylph* for Wales.

March 5.—One boat at sea took eight mackerel.

March 21.—One boat landed 100 mackerel; sold for £3.

March 31.—*Prometheus*, N. Ninnis master, sailed from Wales for St. Ives; *Isabella*, Noall master, left Falmouth

for Wales. Both foundered at sea with all hands. *Queen*, passenger steamer, of Hayle, from Bristol for Hayle, wrecked at Clovelly. Crew and passengers saved.

April 11.—Drift-boats, from 1,500 down; sold at 26s. per hundred.

April 13.—A Mount's Bay boat landed 400 mackerel; sold at 45s. per hundred.

May 31.—Boats during May have landed good catches of mackerel; sold at excellent prices, from 20s. to 36s. per hundred.

June 17.—The schooner *Two Brothers*, of Brixham, driven on shore at Pednolver Point. Crew saved. The *Blanch* wrecked near Portreath. Crew saved.

June 19.—The *Blanch* sold at Portreath for £53.

June 26.—Mr. Edward Vivian, of Torquay, delivered a speech in the Green Court to a great assembly.

The Wesleyan Bazaar opened.

July 6.—A great number of boats left for Ireland for the herring fishery.

July 10.—A boat containing a number of people, returning to St. Ives from the Band of Hope Gala at Hayle, was capsized on Hayle Bar, and two young girls, Miss Luke and Miss Harry, were swept away by the tide and drowned.

July 25.—Mr. Knill's festival held this day. The ten virgins danced round the steeple.

August 20.—The seaners put in pay.

September 10.—The *Henry Harvey* stranded on Hayle Bar.

September 27.—Mr. Paull's voters had a dinner and tea at Tregenna, and the Lelant voters at Trevethoe.

Bolitho's shot a sean at Porthminster, and Hichens' at the Poll.

October 6.—The Union Company shot a sean on floating cinders.

October 19.—Prince Napoleon landed at 11 a.m. from the royal steamer.

October 27.—Drift-boats, from 2,000 down to 500 mackerel; sold at 16s. per hundred.

October 30.—The Union Company caught a shoal of pilchards at Porthminster.

November 1.—Council men elected: Thomas Cogar, Edward Hain, P. B. Berriman, and C. Jenkyn.

Drift-boats, from 7,000 mackerel down, pilchards from 20,000 down, and some few herrings.

November 5.—Two seans shot at Porthminster, but missed the fish.

November 6.—Two seans shot to-day.

November 23.—Quick and Co. caught a shoal of fish at the Poll, supposed mackerel. Three other seans shot on pilchards.

November 24.—During the night Hichens and Co.'s sean and Cornwall Company's sean at Porthminster both carried on the Carrack, and all the fish lost.

At 2 a.m. the house occupied by Thomas Richards discovered on fire, the second time during eight months. The fire was subdued, after great exertions, by men in charge of the fire-engine.

November 27.—Cornwall Company shot a sean at Porthminster; took up fifteen boatloads.

November 29.—Drift-boats, from 20,000 pilchards; also a great quantity of line fish.

December 31.—3,080 hogsheads pilchards exported from St. Ives to the Mediterranean this season.

February 6, 1867.—*Fanny Lambert* steamer foundered near St. Ives.

March 14.—Schooner *Louisa* lost at Porthgwidden.

February 18, 1868.—The *Gipsy* schooner, of Chepstow, wrecked on the Ridge. Crew saved by the lifeboat. A gig was capsized, and one of her crew, Nicholas Jacobs, was drowned.

August 1.—The steam-tug *Paragon*, Thompson, of Shields, when passing through the Inner Sound of Godrevy, struck on a rock and was beached at Gwithian. Crew saved; tug became a total wreck.

August 18.—A French vessel, disabled, ran on shore in Hocking's Cove and became a total wreck. Nothing whatever heard of the crew.

August 19.—Abraham Craze, who was killed by the bursting of the boiler at Wheal Margery, was buried to-day; he leaves a widow and five children.

September 1.—Sean fishery commenced to-day, and all the seans stemmed, 270 in number, which is 200 too many.

September 2.—One boat from Basset's Bay landed 32,000 pilchards.

September 27.—Three seans shot to-day.

October 14.—Three seans shot to-day.

October 15.—One drift-boat landed 40,000 pilchards.

October 17.—Union Company caught a fine shoal of fish at Pednolver.

October 23.—One drift-boat, 1,000 mackerel; sold at 27s. per hundred. Sean fish all taken up, about 1,200 hogsheads.

October 28.—Two seans shot at Carrack Gladden and five at Porthminster.

October 30.—Eighty boatloads of pilchards, or 2,400 hogsheads, landed to-day. I do not remember such a quantity being landed in one day.

November 9.—Mr. Snaith Hichens re-elected Mayor.

November 11.—Mr. Hichens, re-elected Mayor on Monday, died last night at ten o'clock.

November 16.—The nomination took place to-day in the Town Hall, when Mr. Henry Paull, having retired from the contest, the Liberal candidate, Mr. Charles Magniac, was declared duly elected, he being the only person proposed, much to the satisfaction of the large majority in the Borough. Great rejoicings took place, bonfires, torches, tar-barrels, and illuminations; bands of music perambulated the streets, followed by an immense concourse of people.

November 27.—Pilchards sold at 66s. per hogshead.

December 7.—Four seans shot to-day: Bolitho's caught about 600 hogsheads, Quick and Co. 1,500 hogsheads.

December 14.—A heavy gale, S.W.; much damage done to shipping in the Pier.

December 16.—Captain John Paynter died.

December 18.—The last fish sold at 63s. per hogshead.

December 23.—Drift-boats, from 50,000 pilchards down; one boat, 10,000 mackerel. Such large catches of pilchards at this advanced season never before remembered. Sean-boats at sea at Carrack Gladden and Porthminster, but no seans shot.

December 31.—The *St. Elwyn*, of St. Ives, from this port to the Mediterranean with pilchards, put back to Falmouth, after being at sea thirty-six days, with loss of one man overboard.

Quantity of pilchards exported from St. Ives this season, 9,220 hogsheads.

January 1, 1869.—Drift-boats landed in all 40,000 mackerel; sold at 16s. to 17s. per hundred.

January 31.—The tide higher to-day than I ever

before witnessed. It covered the surface of the Quay in places to the extent of one foot.

February 9.—Mr. Walter Yonge interred to-day; a gentleman much respected by the inhabitants.

March 5.—Two boats shot for the first time for the season, and landed 500 mackerel; sold at 42s. per hundred.

March 19.—A tremendous gale from the N.W. A brig wrecked on Hayle Bar. Crew saved by the life-boat. The *Sylph*, of St. Ives, wrecked near St. Agnes. Captain Williams and his crew all drowned. The *Bristol*, of St. Ives, wrecked in Harlyn Bay. Captain William Quick, his son, and one man drowned; two men saved. A schooner belonging to Truro wrecked on Carrack Gladden Beach. Crew saved by the lifeboat. The brig on Hayle Bar is the *Lizzie*, of Newport, from Honduras with mahogany.

May 10.—Seventeen fishing-boats towed in a large vessel, bottom up.

May 11.—The vessel has to-day been warped into shoal water; supposed to have been laden with Indian corn.

May 13.—A tumult took place on the beach, owing to an attempt being made to take the derelict vessel to Hayle. The fishermen were threatened with pistols by the coastguard, but no harm was done, and the attempt to take the vessel away was defeated.

June 24.—Most of the boats sailed for the Irish herring fishery.

June 26.—The barque *Sea Breeze*, Captain Thomas Harry, from Cardiff, bound to the Mauritius, anchored in the Roadstead.

August 17.—Mr. Magniac, M.P., gave all his voters and friends a tea. At night there was a torchlight

procession, bands of music, a great concourse of people, and great rejoicing. Such a day has not been witnessed for many years past.

August 18.—The swimming matches took place to-day.

Seaners put in pay, 300 seans; twenty new ones this year.

September 15.—About 11 p.m. a fire was discovered on the premises occupied by Mr. Francis, grocer, Fore Street. The fire was subdued by the men in charge of the engine, but much damage was done.

October 7.—Two seans shot to-day.

October 8.—Bolitho's shot at Porthminster.

October 22.—Ten seans shot to-day at various stems.

October 23.—The greater part of the fish enclosed yesterday proved to be sprat.

October 27.—The derelict Norwegian brig sold to-day by public auction, realized £400.

November 8.—Five seans shot to-day.

November 30.—During the whole of this month the drift-boats have been landing great catches of pilchards.

December 17.—Drift-boats still catching pilchards. Seaners still in pay.

December 31.—Quantity of pilchards cured this season, 4,880 hogsheads. The quantity exported from St. Ives for the twenty-five years, 1845 to 1869, has been 207,434 hogsheads, and the average price not less than £2 per hogshead.

January 1, 1870.—The Wolf Rock light lighted to-day for general purposes for the first time.

January 25.—The gigs have been landing large catches of sprat.

May 16.—East Country boats landed from 300 mackerel down; sold at 35s. per hundred.

May 20.—Drift-boats, from 7,000 mackerel down; price 13s. to 8s. per hundred. It is supposed that a greater quantity has been landed to-day than ever before in one day.

June 16.—A Norwegian brig missed stays and was driven on the Western Carrack; five men got into the ship's boat and landed at this port. The Captain got on a plank, and after a long struggle was discovered by one of the fishing-boats and landed here; his son and three others found a watery grave.

June 21.—The Captain of the Norwegian brig lost on the Western Carrack was interred to-day.

July 26.—One boat, 200 fine pilchards.

August 29.—The seaners went into pay this day.

| | | | | Seans. |
|---------------------|-----|-----|-----|--------|
| Bolitho | ... | ... | ... | 60 |
| Cornwall Company | ... | ... | ... | 60 |
| Union Company | ... | ... | ... | 57 |
| Independent Company | ... | ... | ... | 56 |
| Banfield and Co. | ... | ... | ... | 47 |
| J. N. Tremearne | ... | ... | ... | 5 |
| Sampson Noall | ... | ... | ... | 1 |
| <hr/> | | | | <hr/> |
| Total | ... | ... | ... | 286 |

In the year 1800 there were fifty-two seans only, quite sufficient for the fishery.

October 12.—The schooner *Penguin*, Henry Bryant master, foundered near Trevose Head. Crew saved.

October 14.—Banfield and Co. caught a shoal of fish at Carn Crowse.

October 18.—Boats, from 50,000 pilchards down.

October 21.—Two seans shot at Pednolver. Bolitho's was carried round the Head, but the Union Company

caught a fine shoal. The drift-boats have been very successful this week, landing from 50,000 pilchards down to 5,000, with mackerel and herring.

October 22.—Cornwall Company shot a sean at Pednolver.

October 29.—A great quantity of wreckage washed on shore on the eastern part of the Bay, supposed from a large vessel called the *Geneva*, of Liverpool.

October 31.—The boats at sea picked up several casks of spirits. The bowsprit of a large vessel also brought in.

November 2.—More herrings have been landed by the drift-boats this morning than have been known for thirty years; sold at 2s. per hundred.

November 4.—Drift-boats, from 30,000 herring down; sold at 2s. per hundred.

November 5.—Bolitho's shot at Carn Crowse and Porthminster, Banfield and Co. and Sampson Noall at Carn Crowse; all missed.

November 7.—A sean shot at Carrack Gladden on thirty gurries of herring.

November 30.—Drift-boats, from 30,000 pilchards down; one boat, 1,200 mackerel. One small boat sunk by the weight of fish, and one of the crew, named Richard Nicholas, was drowned.

A SAD ACCIDENT

December 7, 1870.—About midnight on Monday last a four-oared gig deeply laden with pilchards upset when about a mile from the Pier head. Three of the four men were saved after clinging to the boat for more than an hour. Andrew Nicholls, who was drowned, leaves a widow and four children.

On the following afternoon a collision took place

between two pilchard-boats when beating out of the Pier, when the *Nonpareil* sunk. Crew saved.

December 10.—Landed at Penzance the unfortunate crew of the brigantine *Bessie*, of St. Ives, taken from their sinking vessel on November 29, fifty miles west of the Azores.

December 31.—Total quantity of pilchards exported to the Mediterranean from St. Ives this season, 2,416 hogsheads, chiefly drift-fish.

A “lane of fish” was reported by the drivers on December 1, as extending from Bassett’s Bay to St. Ives’ Bay, on which occasion some drivers caught 40,000 fish per boat.

Four hundred hogsheads herrings, cured in the county as pilchards, were exported to Italy, and realized 52s. per hogshead to curers.

February 8, 1871.—A schooner, bound from Yougal to Southampton with a cargo of oats, parted her cables, and was driven on shore on Carrack Gladden beach. Crew saved by the lifeboat.

April 18.—East Country boats, from 800 mackerel down, very large fish; sold as high as £3 per hundred.

May 3.—Drift-boats, from 3,000 down.

June 5.—The *Gannet* steamer wrecked under Morvah Cliffs.

August 17.—The schooner *Superior*, of St. Ives, foundered off Padstow. Crew saved.

August 21.—Seaners went into pay.

September 14.—The crew of the French vessel *Jane*, of Havre, landed here. Ship lost at sea; two men drowned.

October 23.—Five seans shot to-day at Porthminster.

December 31.—The total quantity of pilchards cured this season in St. Ives is 26,116 hogsheads, the greatest

year on record, with the exception of the year 1847, when over 31,000 hogsheads were exported from St. Ives. The seans number 285. About 400 hogsheads were sold fresh, and some cured fish have been kept over until next year. A very large number of vessels have loaded here for various Mediterranean ports, the schooner *Margaret Hain*, of St. Ives, taking the largest cargo ever shipped in a sailing vessel. Many thousands of hogsheads died in the nets owing to the seans being warped into too shoal water. On November 15 the drift-boats had the largest catches on record, from 50,000 down per boat. Several boats lost their nets from the weight of fish.

January 4, 1872.—Captain Hannibal Thomas was interred to-day.

January 13.—One boat landed 1,000 pilchards.

January 24.—Mrs. Hain died this morning.

THE GATEWAY OF FRANCE

By SIR EDWARD HAIN

(From the *Ladies' Field*)

THE majority of folk who have journeyed for pleasure through the Ardennes and along the banks of the beautiful "Belgian Rhine" have never thought of penetrating as far as Givet. The probabilities are they never even realized that such a place existed, much less that 100 years ago it loomed large in the consciousness of some hundreds of Englishmen. It is probable that I, too, might have been as little interested in it as the majority of tourists, had it not been that when a boy at St. Ives I had personal recollections of two old gentlemen who had been prisoners of war in France from 1804 to 1814, and having their journals in my possession, I purposed publishing them in book form. With that object in view I visited Ostend, Namur, Dinant, and Givet a year ago, little thinking that the beautiful and then peaceful Ardennes would so soon be the centre of a great European war, the towns and villages through which we passed bearing the first shock of the German attack, or that when interested in the St. Ives prisoners of war at Givet of 100 years ago, two of my own steamers would be captured in German ports, and over fifty men, including many from St. Ives, would be prisoners of war in the hands of the Germans.



THE GATEWAY OF FRANCE.

Givet is, properly speaking, two towns, lying one on either side of the River Meuse, and when I started on my two days' motor run from Ostend to investigate the place for myself, the manager of the hotel was distinctly unsympathetic. Givet?—of no account, that he had ever heard. Now, Dinant with its wonder grotto might well attract the tourist from afar; but Givet! However, the eccentric Britisher should have his way, seeing that he was willing to pay for it; and a first-rate car, with an English-speaking chauffeur, was promptly forthcoming. During the two days' run I observed that the chauffeur was of Italian nationality, and that his English was scarcely more comprehensive than my French, his most fluent utterance occurring in Brussels, where we were held up for "smoking." There it was that after the endorsement of his licence by the gendarme he observed, with every evidence of conviction, "Zat man ees a damn fool!" Looking back on that peaceful journey over the stone-paved Belgium roads—which to English notions are somewhat jarring—betwixt rows of straight poplars which border the roads for miles and seem only broken by the occurrence of villages, with here and there a flame of maple foliage to break the monotony, it seems incredible that to-day those rural scenes should be the scene of bloody warfare, for it is along this very line that gallant little Belgium has kept the gate for Europe during the past few days. My road from Brussels took me through Wavre—where the Prussians under Blücher were defeated by the French in the Waterloo Campaign—to Namur, that delightful town dominated by the Citadel, through Dinant, then to Givet. There are two roads into Givet, and my chauffeur took the wrong one, thus avoiding the Belgium *octroi*, greatly to the sus-

picion of the officials, who took considerable pains when we emerged again to see that the car contained nothing of a dutiable nature. They even looked under the seats and into the tool-box, not omitting my luggage, naturally.

On the beauty of the drive along the left bank of the Meuse I need not descant, since it is well known to the traveller in Belgium, with its range of silver-grey hills half-buried in magnificent woodlands, whence rocks and crags emerge every now and then in fantastic formation. But, as I have said, few journey beyond Dinant or trouble to cross the Belgian frontier to the "Gate of France," as the fortress of Charlemont has been called. The two towns of Givet are connected by a bridge, on which I halted to discover, if possible, the whereabouts of a long, low building of which I had seen a sketch executed in captivity by one of the old gentlemen aforesaid. It was not unnatural that in one hundred years the face of the ancient town should have altered somewhat, and at first I could discern no trace of the objective of my visit.

The united efforts of the chauffeur and myself to obtain information from the oldest inhabitant—our vocabulary and, in particular, our command of French idiom, being of a most limited description—only succeeded in persuading the townspeople that we were undesirable aliens with connections who had been in prison! I can see the disapproving expression on the face of one portly dame who stood and gazed upon us—more in sorrow than in anger—and shook her head with the apparent conviction that the blameless Italian and myself were escaping convicts. Over a cup of tea in the somewhat primitive Hôtel d'Angleterre, in the hot and dusty square, I found, however, an unexpected

source of enlightenment in a set of picture post-cards. The hotel was kept by a typical French trio, père, mère, and mademoiselle (their daughter). To the latter I laboriously and haltingly explained my quest for a "building long and low at the riverside," where 100 years ago English prisoners of war had been interned. "Mais c'est le caserne," she cried. And speedily picture post-cards were forthcoming illustrating the certainty that not only did the long, low building of my old friend's sketch still exist, but that it is to-day in use as a barracks for the French garrison.

I climbed the steep ascent to the dominating fortress of Charlemont and crossed the drawbridge, and was taken by a sentry to the guard-house. Here I obtained permission to go round under the escort of a soldier, who conducted me right through the fortress to the gateway on the further side.

Descending by a steep path to the lower road, a sharp turn to the right disclosed the object of my search, the long barrack building in which, from 1804 to 1814, hundreds of British sailors, prisoners of war, had been confined. Beyond the barracks the main road to Paris runs for some distance along the left bank of the Meuse, and passes through the fortification of Charlemont over an ancient drawbridge known as the "Gateway of France."

CONCLUDING NOTE

ONE HUNDRED years have passed since the St. Ives prisoners of war were released from their ten years' captivity in France, and once again Europe is devastated by war upon a gigantic scale.

Along the line upon which the St. Ives sailors marched on their journey from Dieppe to Givet in 1804, the allied armies of England and France are engaged in sweeping back the tide of German invasion.

Heavy fighting has taken place at Cambrai, Le Cateau, Landrecies, Valenciennes, and other places mentioned in their journals, while the gloomy fortress of Maubeuge, in which a hundred years ago British prisoners of war were confined in subterranean dungeons, has been relieved by a British army.

Meziers and Verdun are in the main line of the French defence, while Givet and Charlemont, having failed to hold the passage of the Meuse, have been isolated from the rest of France.

This great struggle, the issue of which still hangs in the balance, would seem to have no connection with the simple narratives contained in this book, except in so far as the story of the sufferings and privations endured by British prisoners of war in France one hundred years ago may derive additional interest from the stupendous events which in September, 1914, are being enacted upon the same stage.

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